

EDITOR: Brian C. Asbury

# NEWSLETTER

Issues 1-14

**BRIAN C. ASBURY**

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Brian C. Asbury  
Box 456, Station K,  
Toronto, Ontario,  
Canada  
~~M4P 2G9~~

January 1, 1980

(416) 484-4065

Dear

For the mutual benefit of all owners of M8 and M20 Armored Cars I am proposing to organize a newsletter to assist us in the historical research, preservation and restoration of our vehicles.

Due to the limited number of owners, the great distances often separating us, the expense of long distance calls and the lack of detailed rebuild and historical information and limited parts sources we must share the experiences and research of each other.

I will volunteer to edit and mail a newsletter to all participating owners assuming there is a reasonable response to the enclosed questionnaire. For those just starting or presently involved in restoring an M8 or M20, the newsletter should greatly simplify getting information and advice, while those of us who have gone through the "agony" of a rebuild can share the valuable hints and tips (often learned the hard way) or concentrate on improving their historical knowledge of the vehicle.

The initial issue will be mainly a listing of the information received from each owner, their wants and spare parts etc. while later issues will update this information and contain articles detailing historical aspects and personal restoration experiences.

The format of the newsletter is very flexible and open to suggestion except that in my opinion its distribution should be limited to M8 and M20 owners only, with possible special exception for those contributing, for example, historical articles. In otherwords the newsletter will become an extension of our present personal communication network.

This letter and the enclosed questionnaire is being mailed to all M8 and M 20 owners listed in the MVCC-D3 Directory as well as a few new owners I am aware of. If you know of other owners or address changes not listed in the Directory would you please photostat a copy of this letter and the questionnaire and send it to them. This could avoid a delay that would cause them to miss the first publication deadline of February 15, 1980

All the best for the New Year



Questionnaires sent to:

Gary Miller  
Fred Ropkey  
Alvin Snaper  
John Wollerton  
Johan Dieffenbach  
David Uhrig  
Bill Campion  
David MacGillivray  
Sterling Parkerson  
Harry O'Connell  
Frank Haigler

Thomas Armitage  
Joseph Drennon  
John Shaffer  
James Shrout  
Steven Thomas  
George Debonis  
Michael Herbertson  
Roy Sines  
Vern Molberg  
Denis Payeur  
Gary Rubel

Judge J.R. Osborne  
John Vetter  
J. Winters  
William York  
Norman Dean III  
Roy Hamilton  
Bob Zubeck  
David Sarafan  
William Gregg  
Wayne Hlavin

March 1980

Early this year I mailed a proposal and a questionnaire to as many owners of M8 Light Armored Cars and M20 Armored Utility Cars as possible. The proposal was to start the M8/M20 Newsletter in order to assist owners in the historical research and the restoration of their vehicles.

The need for such a newsletter seemed great because of our limited numbers, the great distances separating us and the general lack of information available about the M8 and M20. Besides I figured that anybody crazy enough to take on the responsibility of owning an armored car would be more than willing to share his experiences and communicate with other owners.

Response to the questionnaire was good: 20 owners representing 26 such vehicles are now participating. Sixteen others to whom a mailing was made had either moved and did not receive the proposal, had sold their vehicle or were not interested. No doubt more owners will come out of the woodwork as time passes, especially in view of the greatly increased popularity of these armored cars.

The success and frequency of the Newsletter will depend on PARTICIPATION!! As editor, I do not know much more about M8's and M20's than most of you and in many cases a lot less. As a result everybody will have to actively chip in whatever they have learned or at least pose some questions for the rest of us to ponder. If you have just started your first such restoration then make the Newsletter work for you by taking advantage of others' experiences. If you have finished your restoration then you must now have endless hours of spare time to write out a few articles or other contributions, unless you've started on some other wild project.

The logical place to start was to compile as much information as possible about our vehicles. Even the simple questions asked in the questionnaire often went unanswered, while many other pertinent questions were not included. As a result there will be more questionnaires included with each newsletter to give every reader an opportunity to complete their vehicle's data sheet and to encourage each of us to check for these important details.

Aside from collecting facts and figures, each Newsletter will feature articles on our personal restoration efforts, rebuild tips, parts sources, historical references and photographs and whatever else would be of interest to other owners. Remember that we only have ourselves to draw on for these articles so consider what you might be able to contribute.

Remember that your questions, observations or comments can best be debated by other owners. Eventually a series of reasonably authoritative articles can be compiled and summarized for submission to ARMY MOTORS based on information presented and debated in the M8/M20 Newsletter.

#### New Members

To keep things from getting out of hand, I suggest that new members be limited to owners of M8 or M20 armored cars. As mentioned above any worthwhile articles will be submitted for consideration to ARMY MOTORS so that those with a general interest in military vehicles will be able to learn about M8's and M20's. At the same time the Newsletter will remain a detailed personal form of communication amongst owners.

A \$5 contribution to cover printing etc. has gratefully been received from all those participating. A special thanks goes to Dave Uhrig for donating some of the materials for publishing the Newsletter.

### Photographs

There is no doubt in my mind that good quality photographs will be an important part of the Newsletter. I am not a printer (In fact barely a typist) and have not checked out the possibilities for quality re-production. I imagine the cost will be prohibitive for the few copies required unless a reasonable quality photocopy method can be found. I have even considered reviving my darkroom skills to print B+W prints to accompany each issue.

Any comments?

Next Issue.... appearing whenever I return to Toronto from playing geologist in the great northern wilds.

will include:

Some Observations on M20 Paint Schemes	.....	Roy Hamilton
Rebuilding My M20—Start to Finish	.....	Brian Asbury
Production Line Changes for M8 and M20	.....	edited from ORD 9
Questions and Answers	.....	a regular feature
Data Sheet Update	.....	a regular feature
Serial Numbers I Have Spotted	.....	John Vetter

### Contributions, Questions, New Memberships

Send to: Brian C. Asbury (Editor)  
~~Box 456, Station K,~~  
~~Toronto, Ontario,~~  
~~Canada M4P 2G9.~~

~~Brian C. Asbury,  
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Brampton, Ontario,  
Canada L6V 2K7~~

QUESTION AND ANSWERS (anyway I hope we'll have some answers by next issue. Ed.

This will be a regular feature to get everybody involved. Don't be afraid to ask a "dumb" question and don't hesitate to suggest an answer.

Roy Hamilton asks the following questions:

1. Pivot brackets, just like the troop seat brackets, are located overhead just behind the driver and the co-driver seats and directly below at floor level. What are they for? (are they also in the M8? ed.)
2. Small tabs are located at the bottom edge of the front hatches. What for?
3. Six threaded lugs, 2 above and 2 to each side of the radiator louvers, are at the rear of the M20 (and M8? ed.) What are they for?
4. What are the square tabs for that are welded in an upright position to the front and rear of the engine hatches on late model M20's?
5. At what serial numbers did the following changes take place?
  - change from siren to horn?
  - change from mine racks to sponson boxes?
  - change from no windshield box to having a front windshield box?
6. What month did production begin on M20's and M8's? When did production cease?
7. How many M8's were produced? How many M20's were produced?
8. Does anyone have pictures of Patton's M20? It had a pintle mounted .50 cal. MG and the ring mount was removed. It had small plastic windshield mounted in front of the fighting compartment.

Brian Asbury asks: The following people were not heard from when the questionnaire was sent out. Does anybody have a new address or know any of them? : Armitage, Dean, Dieffenbach, Drennon, Greeg, MacGillivray, Miller, Parkerson, Peterson, Rubel, D. Sarafan, Winters, York, Zubeck.

SERIAL NUMBERS

Recently I have become a bit confused about serial numbers. After examining my own M20 there did not seem to be any problem. There was a number on the brass data plate in the driver's compartment (e.g. 2570). There were numbers punched on the exterior of many of the armor plates that make up the hull (referred to as hull numbers)....on the front in several places and on the flat surface above the radiator louvers. These hull numbers were usually 2570-C..... simple it seemed because that corresponded to the data plate number. Not so however since the hull number was 2569-C in several places. I figured that all the armor components of the hull were stamped prior to assembly of the hull and my M20 got a few pieces mixed up from the previous vehicle on the assembly line.

....cont'd.....

Since receiving replies to the questionnaire it seems that, for M20's at least, there is another hull number in the range from 6000-8000 also stamped somewhere on the hull. One location was described as being beside the driver's area. I have not had a chance to re-examine my M20 for such a number.

Finally there is a USA number painted on the sides of the vehicles. This number is an 8-digit number, the first 2 digits being "60" representative of this class of vehicle. Sometimes there is an "S" suffixed to this number. I don't think this number appears anyplace else. In otherwords before you sandblast, try to carefully uncover this number from beneath all the later coats of paint.

Now logically all these numbers should have some relationship. From comparing the data sheet information, such a relationship is not obvious. An interesting case is presented by Roy Hamilton. He has 2 M20's, one of which is for parts and not fully described in the data sheets. Both saw service together and were sold together. The USA numbers are sequential but the hull numbers differ by 37. Another set of hull numbers on the same vehicles (ones stamped by the driver's area) are sequential. Unfortunately the data plates were missing from both vehicles.

It is important therefore that all numbers be looked for and reported so that we can determine just which numbers can be expected and where to look for them.

Perhaps somebody knows the relationship and significance of each set of numbers from personal experience with the production or testing of M8's and M20's or from historical research or analogy with other types of vehicles.

-5-

EXPLANATION OF THE DATA SHEETS

Each owner is listed with as much information as was obtained from the first questionnaire. A separate entry is made for each vehicle and each vehicle has been given a reference number for the purpose of the Newsletter. The reference number (box 1) can be used when submitting further data or as a short form when discussing any vehicle in letters to the Newsletter or other owners. This initial list is approximately in alphabetical order. New members will be added as they join.

It is obvious that the information on the data sheets will continually change and improve, especially at the beginning. The format may require change. A complete republication will be included in a future newsletter once things have stabilized a bit but in the meantime there is usually room to make personal notations or add details from future Newsletters.

PLEASE send additional info or corrections to me as soon as possible. If you wish you may use the blank form below to improve the description of your vehicles by filling it out and returning it to me.

Indicates an M20 with a reference number "4" for Newsletter use.....	M20 (4)
This is the serial number from the brass data plate in the driver's area	2570
These are hull numbers stamped on the armor or by the driver in some cases	2570-C 7000-C
This is the USA number on the side of the vehicle.....	60113342
Was the vehicle equipped with a siren or a horn?.....	siren or horn?
Are there mine racks or side boxes? .....	side box mine racks
Rebuild info? A stencil on the body with a date? A rebuild plate on eng?	1955 body 1955 engi
New style dash or old style (pull-type light switches? Is the button labelled "horn" or "siren"?	new style (horn)
Is there a front windshield box or evidence that there was one?.....	front box
Is there a hull-mounted auxillary generator in the engine compartment?	none

tear off here for a spare data form

Return to: B.C. Asbury, Box 150, Station K, Toronto, Ontario, Canada M4P 2G9

Brian C. Asbury,  
Box 116, Station A,  
Brampton, Ontario,  
Canada L6V 2K7



George H. DeBonis, 263 Cross Rd., Lunenburg, Mass., USA 01462 (617)343-3968

M20 (4)

Used by the State Police, then went to gov't motor pool for rebuild but was then sold missing the engine, fuel tank and radiator. State Police modifications included: 2 motorcycle windshields, removed headlight guards, siren, lifting hooks and rear cable hold-down. Purchased by George in 1975. Chev 350 V-8 with a custom adapter was installed.

plate gone

2472

Need 1 fan, siren, compass, fuel tank, protectoscopes, fire extinguisher carriage and pintle assy, JXD engine complete, generator, hydraulic brake, clutch and throttle parts.

Frank H. Haigler, 3300 Hamell Rd., Fullerton, Calif., USA 92635

M8 (5)

(714) 871-0665

Previously owned by the Los Angeles County Sheriff's Dept. who bought it from the army. Last civilian owner was Al Snaper. It is in excellent complete condition with very few parts missing. Modifications included heavy bullet-proof glass in place of the protectoscopes and the same glass on the sides necessitating the upper hatches to hinge on the back instead of the sides. There was also a 4" headroom extension added.

Need Fan shrouds, ORD 9 parts book. Have various engine parts from a scout car engine that threw a rod through the block.

G.W. "Roy" Hamilton, P.O.Box 76, Coalinga, Calif., USA 93210. (209)935-0587

M20 (6)

Last military duty was at Castle Air Force Base (Air Police) at Merced, Ca. Painted Airforce Vehicle Blue with 8" white band running around hull from top edge of sponson. "Air Police" stencilled on side. Engine rebuilt in 1953 and possibly sold in early 1954. This vehicle was used as a parts vehicle for another purchased at the same time and modified to carry gold ore from a desert mine. Both were abandoned in 1955 and left in desert until 1973 when towed to Lakeside, Ca. by a friend. Now presently doing a restoration-hull up. Data plates all missing, interior fighting compartment painted A.F. Blue and stencilled in yellow. Driving and engine compartments were both white with black lettering but underneath removed parts indicated originally cream color.

plate gone

3722

also 7009-C

60132325

horn

side box

1953 engine

Need battery holding tray, and hold-down, hydrovac, engine compartment splash shields, COMBAT tires, windshield box, engine fans, rubber covered starter button, first aid kit, M1941 stove. Have Radiator, new speedometer, coil, A-62 Phantom antenna.

Also need decontaminator, grenade boxes, wiper motor, 2.36" rocket launcher projectiles and shipping tubes, A-27 Phantom antenna, SCR 506 Radio. (M87 containers)

new style

front box

aux. gen.

P.S. The 2nd (junked) M20 referred to above had numbers 3759, 7010-C and 60132326

Mike Herbertson, 1255 So Bellaire, #606, Denver, Colorado, USA 80222

(303) 753-9505

M20 (7)

Purchased in May 1975. 17 miles on odometer. Had been damaged in shipping (rear axle housing broken) and returned for repair but never reissued. Originally assigned to the 89th I div. 355 tank destroyer battalion. When purchased the engine had been torched out and the ring mount torched off. Now is complete and nearly completely restored. Radio set SCR 508 installed and working but need left shelf to install SCR 506

Also need oil pressure and temperature sending units and matching gauges, good fuel tank, shelf for left sponson.

Have outer sponson lids, steering wheel, main wiring harness, and various wiring.

3453

6726-C

60132042-S

Wayne A. Hlavin, 7643 Montello Rd., Independence, Ohio, USA 44131

(216) 524-4032

M20 (8)

Purchased by Wayne in summer of '79 from a man in New Mexico who had got it from Southeastern Equip. in Georgia. No previous history. It had been sandblasted and primed when purchased. No apparent modifications and 80% complete. For sale \$4500. Needs outside fenders, generator, voltage reg., clutch and throttle slave cylinders, headlights, taillights, rebuilt hydrovac. C-4359 on left side rear next to radiator louvers.

473-C

Wayne A. Hlavin, -as above-

Purchased from Vern Molburg in Chicago. No history except that it was rebuilt in 1952 and mothballed until 1965 when released somewhere in the South. 95% complete and runs well.

Need MG skate for ring mount, new headlights, tow cable, new steering wheel.

Have 1 instrument panel without instruments- \$30.00

M20 (9)

2110

2085-C

Harry O'Connell, 3116 Sylvan Ave., Dallas, Texas, USA 75212 (214) 331-5532

M8 (10)

Owns 3 M8's and one M20. One M8 and the M20 are running but the others will need work. At present casting and machining turret mantlets. The first ones are aluminum.

Harry O'Connell -as above

M8 (11)

Harry O'Connell -as above

M8 (12)

Harry O'Connell -as above

M20 (13)

: Jim R. Osborne, 322 N. 3<sup>rd</sup> St., Vincennes, Indiana, USA 47591 (812) 882-1871

Purchased from the Holbrook Arms Museum in Miami, Fla. in 1978. Had been in front of the museum for nearly 20 years with several coats of silver paint on them. One was originally O.D. and the other Air Force blue when the museum got them.

Need new gas tank, complete dash panel or gauges, seat back supports, shift lever, rear sand fender skirts.

M20 (14)

plates gone

Jim R. Osborne -as above

M20 (15)

Denis Payer, 1222 Montgomery, St. Hubert, Quebec, Canada J4T 1J1  
(514) 676-6674

M20 (16)

2695

2695-C

Bought in 1979 from scrap dealer near Montreal. Had been modified with gas heater to heat engine coolant and warm battery which had been insulated necessitating a slight shifting of the battery box. A sliding steel door was installed between the command area and the driver's area. Rebuild date of 1955 stencilled on left front fender. Painted O.D. with interior stencils in black.

Need both sand fenders, complete old style dash panel, throttle slave cylinder, brake wheel cylinders, gas tank, generator, bracket and belt, protectoscopes, padded seat backs, SCR 508, battery bracket, carb. kit, fuel pump, new style exhaust system, compass, windshield box and windshield wiper motor, siren, clutch slave cylinder.

Have M8 spotter scope and seat belts.

mine rack

no

Fred N. Ropkey, 117 N. East St., P.O.Box 862, Indianapolis, Indiana, 46204  
(317) 632-5446 bus.

M8 (17)

Vehicle came from Dallas, Texas and had been impounded by the US government while attempting to be shipped to Fidel Castro during the Cuban takeover. When completed (being restored) it will have a brand new engine taken from the crate and all original accessories. Need 37mm gun and all or part of mantlet.

9571E1

Fred N. Ropkey -as above

Complete vehicle as received from government with OD paint and white stencilling. 824th TK-BN.

M20 (18)

6705

3451

60132021S

side box

John Shaffer, 1549 N. Euclid, Upland, Calif., USA 91786 (714) 985-8582

Purchased in 1972 in a badly torched condition. Licensed off-road until 1979 when change in California administrative code permitted license on-road as armored car. Has SCR 608, need SCR 506 and a commander's table.

M20 (19)

James A. Shrout, Rt.3, Box 215, Port Townsend, Washington, USA 98368  
(206) 385-3169

Rebuilt in 1954 by Eastern U.S. Arsenal. Only 29 miles on odometer when it was shut down. Some GI mechanic forgot to prime the oil pump on the JXD (a must after rebuild) and the bearings got severely scoured. I bought it as is with only 29 miles still on it. No modifications. Have a SCR 608 and SCR 610 but need receivers for SCR 506.

Need gas tank, hydrovac, gunner's seat, commander's table, oddment box, one L-shaped upper hatch handle. Have original GI rebuild voltage regulators

M20 (20)

no number  
on plate

1760

60112532

1954

Roy Sines, 1491 S.W. 21st Ave., Fort Lauderdale, Florida. (305) 587-1383

M20 (21)

Steven M. Thomas, 5801 224 Pl. S.W., Mountlake Terrace, Washington 98043  
(206) 771-6913

Bought from American Surplus, Kansas City, Kansas in June 1976. Painted Air Force Blue with yellow stencilling no. 45K1383. Had other USAF markings. Has double generator with generators installed. It supposedly had been sitting in the same place for over 25 years. Fenders badly rusted. Has an SCR 610 and SCR 508 and part of SCR 507 (need receiver).

Need protectoscopes, battery hold-down clamps, generator shunt box cover, rad. cap, siren, front axle propeller shaft, front fenders, gas pedal control linkages and pedal. Have reproduction set of rear fenders (without ridges) and ORD 9 SNL G-136,176 parts book.

M20 (22)

plate gone

525-C

60111301

Purchased from Erwin Duryea in June 1979. Had been used as a snowplow.

Need 3 support legs for ring mount, both rear sand shield fenders, parts manual, right front inner fender, pintle hook, seats, tail lights.

M20 (23)

2901

2901-G

John H. Hollerton, Box 250, Rd.#1, Mays Landing, New Jersey, USA 08330  
(609) 922-5395

Will be functional soon.

Need original flex mount for .50 cal. M-2 MG

M8 (24)

3339-C

8339-C

Richard R. Wray, 4935 N. Raeburn Dr., Cincinnati, Ohio, USA 45223  
(513) 681-7476  
Restored, not licensed.

M20 (25)

John Vetter, P.O. Box 367, Flushing, New York, USA 11367.

Purchased from Southern Parts, Tennessee in 1974. Need front windshield storage box and rear first aid box. Have engine gasket sets, canvas tops for M20, and right rear sheet metal panel.

M20 (26)

3405

60131981

side boxes

front box

Greetings! Well summer is here and the driving weather has returned for those of us waiting to get the vehicles on the road. Participation in this newsletter has stabilized to the point where I expect about 2 or 3 new readers every month, often new members who have obtained an M8 or M20 previously listed in the first issue. As a result it is time to start using the newsletter to get to know each other and as a way to exchange information.

Until enough changes warrant it, the data sheets presented in issue 1 will not be repeated. Each reader can update them as he wishes using updated information from this and subsequent issues. Please take the time to advise me of any changed addresses or mistakes. At the same time don't be shy about sending in articles, however brief, about your own experiences, problems or your comments. The content of future newsletters will depend on these contributions.

In the meantime don't forget to make plans to attend the MVCC National Convention from July 18-20 in Phoenixville, Pennsylvania sponsored by the Greater Pennsylvania Chapter of MVCC. I hope to see many of you there.

By the way I just returned from a brief visit to Sarafan. They seem to be expecting a few M8 and M20 parts. They have a few very nice covers for the M20 which appear to be of French production during the war. They fit well and are in excellent condition except for one or two that mildewed from the sealed plastic bag being torn open.

Brian Asbury, editor

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RECENT MEMBERS AND CHANGES

Darryl B. Davis, 624 W. St. Peter Street, New Iberia, La., USA 70560  
(318) 365-4703

M20 (27)

Purchased from Sam Winer Motors in April 1980 from where it had been sitting for 12-15 years. All data plates removed, no radio gear. 660 miles on the speedometer.

Need: hydraulic parts, one troop seat, cover for one of the rear tool boxes over the rear wheels, siren.

60113000

mine racks

Phil Nelson, 1024 East Park Avenue, Columbiana, Ohio, USA 44408  
(216) 482-5191

M20 (8)

Purchase from Wayne Hlavin who had got it in New Mexico from a man who had bought it from Southeastern Equip. in Georgia. "C-4359" on left side rear next to radiator louvers.

Need: clutch and slave cylinders, steering wheel, voltage regulator, ring mount for MG, headlights, taillights, hydrovac, rear sand fenders, generator. Also need manuals, especially TM9-743

Have: front left inner fenders, 2510-752-1300

473-C

Earl Colton, 1640 W. Hatcher Road, Phoenix, Arizona, USA 85021  
(602) 944-3829

M20 (3)

(repeated in case you used the tear-off data sheet from issue 1)

VEHICLE DATA: Observations from Archive Photographs.....John Vetter

M20

<u>USA number</u>	<u>picture date</u>	<u>vehicle features</u>
60110982	3/15/45	side mine racks
60112837	9/55	mine rack, no front box
60110921	4/44	mine rack
60110912	5/52	side box and front box
60110937	2/45	mine rack, siren
60110892	'40's	mine rack

M8

60126564	1950	side box, front box, siren
6033224	1948	mine rack, siren
6034126	3/44	no front box, mine rack, siren
6034124	3/44	no front box, mine rack, siren
6034764	3/44	no front box, mine rack, siren
6039886	12/44	no front box, mine rack
6035462	12/44	mine rack no front box
6035718	8/44	siren no front box, mine rack
6033442	7/44	mine rack

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Some Observations on M20 Paint Scheme.....Roy Hamilton

-based on M20 manuals and personal observations

X34087 Olive Drab Flat Camo. (Rough Flat)

-exterior and under carriage, underside of hatches, fighting compartment, floor of driver's compartment, dash panel (just flat not rough finish).

Light Cream Colour

-driver's compartment walls and ceiling from back of driver's seat forward, engine compartment, gas tank, engine compartment splash shields.

Black

-steering column tube, all lettering inside, starter motor, generators, distributor, coil (with green 12 volt decal), oil filter housing, air cleaner, carburetor, fan (black or gray), spark plug wire tubing, lettering on engine compartment walls.

Medium Grey or Universal Engine Grey

-engine, radiator, fan defusers, fan shrouds, fans (black or grey)

A SHORT HISTORY OF THE M8 AND M20 ARMORED CARS

by Michael Herbertson

(previously appeared in ARMY MOTORS)

Armored car development predated that of tanks by several years. There were several different types of armored cars in the years 1914 to 1918, well before any U.S. designed tank was running. These early armored cars were essentially trucks with armored bodies and machine gun mounts.

After WWI armored car development was abandoned and not taken up again until 1928. Between 1928 and 1942 various companies made attempts to design an armored car. Many, including the T-13 thru T-23 series armored cars, were tested. Several of these prototypes were built but none were put into actual production with the exception of the T-17El and T-22. Some 3,000 T-17El's were built for England on the lend lease program in 1942. In British service these were known as Staghounds. Of all designs submitted for consideration the T-22 came closest to filling the bill as an American armored car in 1942. Requirements were for a vehicle with a 37mm gun, high speed, good mobility, good cross-country performance, light weight, low silhouette, and also capable of conversion to anti-aircraft and mortar carrier or munitions carrier. The T-22 was submitted to the Armored Force Board in April 1942 by Ford Motor Company.

Various modifications were asked for including changes in the driving compartment hatches, protectoscopes instead of vision slits, elimination of hull mount .30 cal. machine gun, the addition of removable sand shields over the wheels, and provision for armored stowage boxes each side for radio and ammo. Thus altered the T-22 was standardized as light armored car M8, having been approved in all aspects by the Armored Force, Tank Destroyer Command and the Cavalry.

The M8 became the major armored car in production in the U.S. and became the most widely used and best known light armored vehicle ever produced. In the late 1960's many remained in service in smaller armies within the sphere of American influence. Ford undertook M8 production at their St. Paul Plant, where first production models rolled out in March 1943. 4,229 M8's were produced in 1943, 6,672 M8's were produced in 1944 and, due to imminent victory in Europe production of the M8 reached only 766 in 1945. Total production was 11,667. Many were delivered to the British and French under lend lease. In British service the M8 was known as the Grayhound.

The original specifications for the T-22 called for the conversion capability for A.A., command, mortar carrier and munitions or cargo carrier roles. When the M8 was standardized in '42, Tank Destroyer Command reminded the Ordnance Department of this original requirement. This led to the development of the T-26, which was simply an M8 with the gun turret removed and replaced by a gun ring for a skate mounted machine gun. Internal stowage was revised to eliminate ammo racks and other fittings associated with the turret and 37mm gun. Initially it had been proposed to develop a version for the command role and one for the carrier role, but it was found feasible to combine the two roles in one vehicle. The resulting design was standardized as Armored Utility Car M10 in April 1943, though this was changed a month later to avoid confusion with the M10 gun motor carriage.

The M20 was very widely used, mainly as a liaison and command car by virtually all arms, and particularly as an observation and command car by tank destroyer units. Due to its late development only about 3,791 of these vehicles were produced.

HOW I MET "ROSEBUD", MY M20 ..... Roy Sines

I went to an auction in central Florida in the summer of 1979 to bid on a couple of tanks, one Stuart M4 and one Stuart 105 Howitzer. Well I almost made the mistake of my life. I wanted a TANK and bad. I guess I've owned or restored almost every kind of vehicle and when I read the newsletter about two tanks for sale it drove me nuts. Anyway I was green to buying tanks. People came from all over the country. I examined the tanks and they were complete rust buckets. I mean ruff...when 7/8ths armor plate floors collapse, treads were frozen solid, the engines gone or solid rust, but I wanted a tank so bad that I bid on each one and I almost fainted when it turned out that I was the high bidder. I was sick...I had realized I made a mistake. Lucky for me the owner wanted to consider the bids, so I withdrew at once. Thank God, the cost of moving them alone would be too much to comprehend.

While I was looking at the tanks and getting ready to leave, a man walked up to me and said that he saw from the bidding that I wanted to buy a tank. I said yes I would. (Remember that when you decide to buy a tank, where the hell do you go to do the shopping?) The last I know, things like that were sold at arsenals after WWII or Korea. He said I got what you really want, its only a half hour drive. On the way he talked about the M20. It turned out that I had seen this man about a year before on TV and I recall now how tanks got on my mind. On TV there was a large wooded area and the trees were starting to shake and fall over and over them came this Armored Car "tank". It was privately owned and might be for sale. I never got over it. I talked to several people about it but could not find out who it was that had that machine. Well he found me and it was the same guy I'd seen on TV...what luck!

When we drove up to the M20 it was sitting in dirt and buried under some trees. The paint was camouflage, jungle greens and greys. I knew immediately that I was going to own that vehicle. I was in love! But trying not to be too excited we agreed on a price and I bought it at once.

Then I decided to look it over. The .50 cal. machine gun was gone, no radios, and the windshield box was missing. One flat tire. I couldn't really tell what was missing since I didn't even know what I was looking at, but one thing for sure, there was no rust except for a little on the front fenders ( a 4 hour job to repair). The undercarriage was OD as was the interior. Luckily the guy drove it once in a while. He assured me that I would love the ride,especially at high speeds.

A few months later it was delivered to my shop on a flatbed. It was stopping traffic even on a trailer. The engine ran great, the clutch was gone ( so we tackled that first). Then the brakes (that's a battle) and a new master cylinder. Still lousey brakes. Then we found the hydrovac was shot and had to be replaced.

Since I acquired "Rosebud" I have called and written for manuals and anything to help with the restoration of this fabulous machine. Also I am outfitting 4 men, complete with U.S. Army gear: from .30 cal.carbines to '45s, water cans, gas cans, stretchers, flags, food, K+C, helmets, goggles and I'm still buying. It's going to take some time to complete a fighting M20 team.

One important thing I want to do with "Rosebud" is to see that it is used to help others, such as helping charities raise money, entertain kids and make appearances at veterans homes, hospitals and parades. I'm also making myself and "Rosebud" available to the authorities for local disasters or any assistance that they may need with this vehicle. I'm sure this great machine can do as much good today for humanity as it was as a deadly attack weapon of our past wars.

Roy Sines, S/Sgt. USAF, served during the Korean War, was raised in Paw Paw, Michigan, attended Western Michigan University and presently lives in Fort Lauderdale,with his wife and daughter, making their home there for 25 years. He is one of the pioneers of classic auto restoration in the south.

## QUESTIONS AND ANSWERS

In response to last months questions, Mike Herbertson notes that the small tabs at the bottom edge of the front hatches are for storage of the windshield wiper arms (from motor to wipercrank). The square tabs welded in an upright position to the front and rear of the engine hatches on late M20's are used when a vehicle is to be auctioned or scrapped: rods are placed through these tabs across the hoods and locked in place to prevent theft etc. Mike says that production of M8's started in March 1943 and ended in early 1945. M20's production started in April 1943 and ended in early 1945.

The question of production totals for each vehicle brought a couple of responses. Mike Herbertson (see also his article in this issue) suggests that a total of 11,667 M8's were produced and 3791 M20's were produced. Steven Thomas quotes a figure of 8523 M8's and 3791 M20's produced according to Vol.4, American A.F.V.'s of WWII Armored Fighting Vehicles in Profile. The Observer's Fighting Vehicles Directory WWII says that a total of 12,564 M8's and 3791 M20's were produced, while AFV/Weapons Profile number 40, U.S. Armored Cars says 8523 M8's and 3791 M20's were made. The result is a consensus of 3791 M20's and 3 suggestions for the total production of M8's. Any more suggestions or figures??

The request for photographs of Patton's M20 produced two differing photos. Roy Hamilton has a photo of Patton and Averell Harriman in an M20. This side view shows Patton standing beside a pintle mounted (?) .50 cal. MG in the centre of the fighting compartment. A plastic (?) flat windshield extends across the front edge of the compartment about a foot high with about 6" rounded sides. A 3-star plaque is mounted near the centre of the windshield. The USA number on the M20 is 60111585. The ring mount and support legs are removed.

A photograph sent by Steven Thomas shows a different M20 from a front view. There is no upper windshield, a pintle mounted MG is positioned over the driver's compartment centered between the two hatches and there is a plaque appearing to have only two stars mounted at the leading edge of the front right fender. The occasion of the photograph was to present a bottle of Rhine water to mark the first First Army Division (58th) to have reached the Rhine. According to the caption "men of the general's armored car of the 99th (?) Reconnaissance Troop watch the proceedings". No vehicle numbers are visible, and there is no ring mount or legs.

Perhaps more of "Patton's M20's" will be spotted. In the meantime the reproduction quality of these two photos make it difficult to illustrate them in this newsletter. A couple of questions from the first newsletter are still unanswered so get your thinking caps on and send some responses.

No questions were submitted since the last issue, but I would like to get descriptions of two items that are part of the equipment for M20 and M8: the mines, antitank, HE, M1 w/fuze and the Panel set, 2 cases CS-150, 1 panel AL-140 and 1 panel AL-141. Could dummy mines be made of wood and if so what are the dimensions and were they stowed in boxes in the mines racks? What do the panels look like? I assume they are for signalling and are different colours.

### SPARE PARTS AVAILABLE -in addition to parts listed in data sheets in issue 1

Dave Uhrig has: 10 new carbs, 2 inner front left fenders, 8 new headlight assys., 1 new distributor, 1 new cap, 1 carb kit, 1 accel. hyd. cyl. kit, 1 clutch slave cyl. kit, 1 fuel pump, 1 fuel pump kit, 1 instrument cluster complete, 4 BC-653 transmitters for SCR506, 5 roller skate assemblies for gun ring, Sherril compasses (incomplete) and new wheel cylinders at \$10 each.

Sarafan Auto Supply has: M20 canvas covers \$50, torque rods \$75, 1 used distributor, 1 new cap, as well as dash clusters, mufflers (both arriving soon) and wheel cylinders.

Richard's Army Surplus, 264 Main St, Port Jervis, N.Y. 12771: 4½" 12 volt headlights 5 for \$22, backing spring \$1, headlight door (outside rim)\$2.50 each.

Steven Thomas has: left and right inner fenders, rear fenders(rusty and dented), headlight w/Ford on lenses, intrument panel (no instruments)

GETTING IT HOME AND GETTING IT RUNNING.....Brian Asbury

I always wanted an armored car!.....at least ever since I got my first "jeep" which, because it happened to be an army jeep got me well entrenched in the military vehicle hobby. An armored car was a dream-like goal to me because it seemed like the ultimate military vehicle to restore—street legal, because of the rubber tire and easily driven on the road unlike many other military vehicles like tanks or half-tracks.

The focus of my vehicle interest did not originate from historical research of militaria, from plastic modelling or other background knowledge but developed once I got my first M38 jeep, fixed it up and got it on the road. Hence an "armored car" was a pretty vague item. "M8, M20, Lynx, Ferret and Daimler" were just numbers or names. To actually get one was something never considered seriously.

My hobby progressed, coinciding with the increasing growth and organization of MV collectors during the early 1970's, but it still seemed pretty isolated here in Toronto with no local clubs. Having rebuilt several M38's, an M37, an M43 ambulance and an M152 radio van and having had the fun of driving them and doing a few television and movie jobs, it seemed that something new and exciting would be hard to find. I considered getting a Dodge Command Car, to me a very enjoyable vehicle, but prices were too high and they were hard to find.

Going to the annual MVCC National Convention in Denver really changed all that! Mike Herbertson brought his M20 to that event. I'd never seen one so of course it was quite exciting, especially when Mike leaned over through the open driver's hatch and pressed the starter button...instantly the engine came to life, amazingly quiet and smooth.

Fate took another turn that day. At one of the other displays, one by the Tristate chapter, was a notice of several vehicles for sale by a collector in Chicago and there was an M20 on the list. Even though I was a couple of thousand miles from home and these vehicles were half-way across the continent (but at least closer to Toronto) my mind started calculating. Just by coincidence my flight home had a stopover in Chicago so I phoned Vic who had advertised the M20 and told him I would be dropping in to see him. With a flight change to give me 4 hours between flights and all my flea market goodies packed up I was on my way.

At O'Hare I got a Tilden car and headed out to find Vic's place. There sure was a lot of stuff there...several half-tracks, a few CCKW's and other army trucks. Under a tarp was the M20, untouched since its release from the government about 10-15 years before.

Like all M20's it looked pretty good- it's hard to damage armor- but like all unrestored M20's it had a lot of problems...seized engine, rusted hydraulics, ring mount gone, tires cracked, bent fenders, rotten gas tank, cracked manifold, and worst of all the middle axle was removed, for a good reason as I found out later. I took some photos, expressed my serious interest and headed back to the airport.

The research started- spare parts availability, special problems to look out for, manuals etc. My friend Zdenek Gruner who has been rebuilding army jeeps for quite a while encouraged this as a worthwhile project and I knew he would help me out of any tough spots. The biggest problem was to decide to confirm the deal before somebody else bought it, but first making sure that I could get it home...almost 600 miles across 4 states and into Canada.

Zdenek and I made a trip to Chicago and spent two sunny 90° days inside and around the oven-like hull checking it out for major problems, with the idea that we might be able to drive it home (in retrospect to be regarded as lunacy). A major effort got the middle axle back in place only to realize that the differential was completely stripped. Meanwhile Bill Campion was working on his half-track at Vic's place and helped us to get to know the Chicago area.

Getting it home was going to be a big problem. After deciding that to drive it was a crazy idea, the possibilities of truck transport or rail shipment were considered but discarded because of expense and loading and unloading problems at the Canadian border where the commercial carriers switched to Canadian licensed trucks. Every state and Ontario had different width restrictions but it appeared that the M20 was legal width with the fenders removed. No matter, after checking customs, duties, shipping problems etc. I decided to return to Chicago and buy it. Vic had got the engine going.

Returning to Chicago to seal the deal, I found out that the cylinder head was cracked, in hindsight a small problem, but at the time it was the straw that almost broke the camel's back. Combined with bad differential, rotten tires, dead hydraulics, hot weather, transportation problems and 10 hour drives back and forth from Toronto and the obvious long term nature of the project, I came within an inch of calling it all off, forfeiting a healthy deposit and jumping in my car and going straight home to normality. I can't remember what changed my mind but I think it had something to do with thinking about eventually driving down the street fully restored somewhere in the unforeseen future. These temporary moments of dismay and frustration were again to present themselves later on.

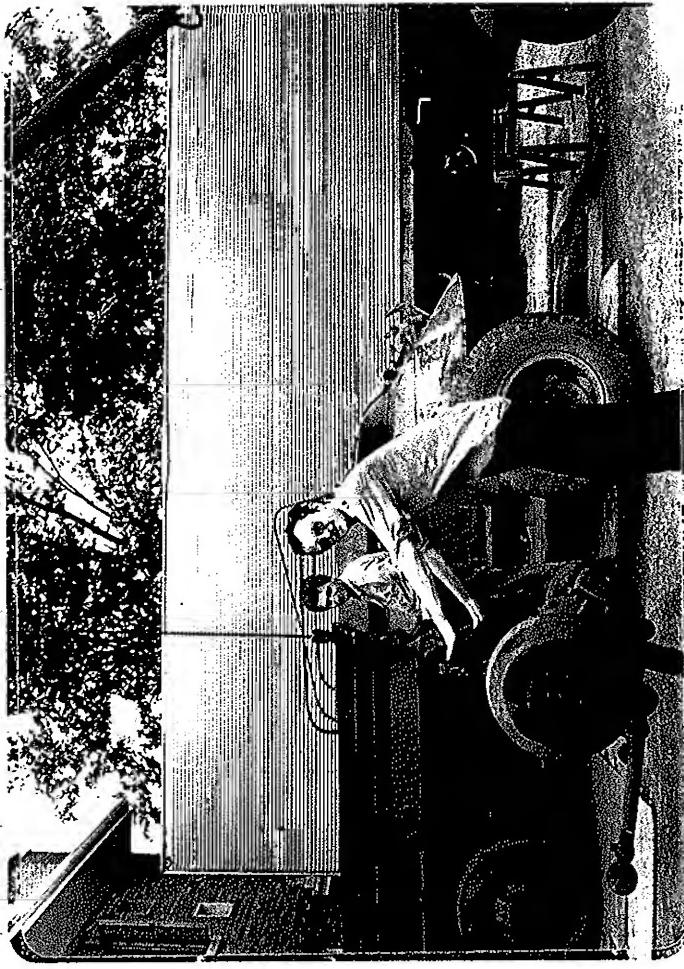
Faced with only a few days of holiday left I went home and made a very fortuitous decision. I blew a bundle and hired a tow truck and driver to go and get the M20...a 1200 mile round trip. Luckily the driver had a great attitude. We drove all night, worked all day getting good tires mounted, greasing hubs, rigging lights and so on. He even drove me around town to pickup some once-in-a-lifetime items like a ring mount and 4 excellent tires. We hoisted the back end leaving the front axle on the ground and headed home...dodging inspection stations in our foreign licensed, overweight tow truck. Ken, the driver, went through a whole humidor (about 30 at my last count) of cigars during that 2½ day trip.

By this time so many obstacles had been overcome that even impossible tasks seemed routine. However one more crisis was to present itself...Canadian Customs.. but that is a whole story in itself, centering around an obscure "excise tax" on heavy luxury cars over 4000 lbs. gross weight. This tax, meant to penalize imported gas guzzlers, meant a \$60 per 100 lb. tax on my M20, almost a king's ransom. When I was greeted with that news at the border I almost went into a state of shock.

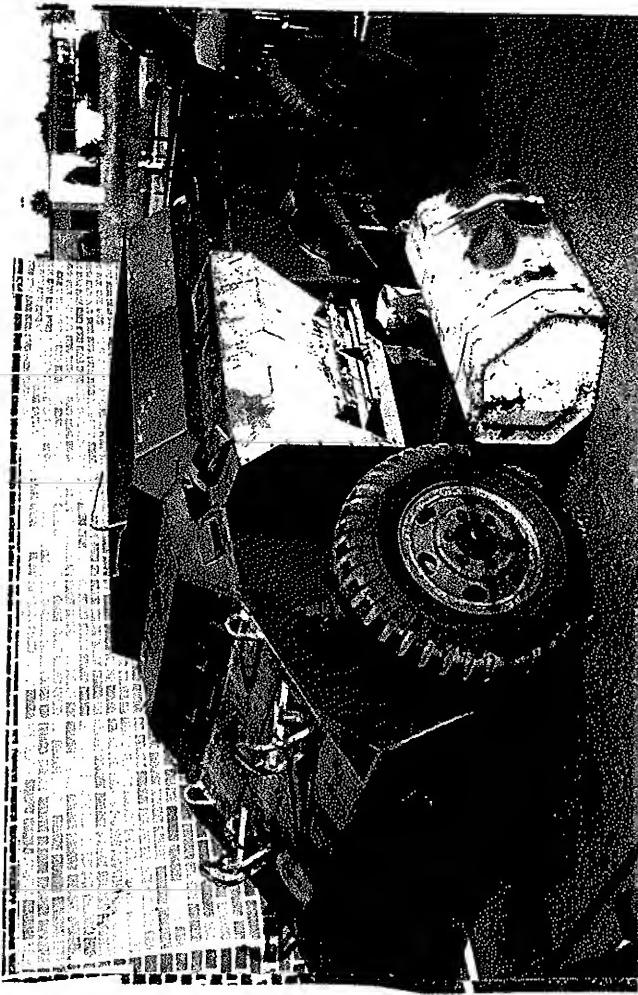
Suffice it to say that the problem was eventually solved and as is often the case getting it home was half the fun. Now only the rebuild remained...a seemingly simple and relaxed task now that the M20 was in the driveway at home.

Zdenek and I started to generate a plan of attack. It was obvious that a complete rebuild was not only warranted but necessary to do the job efficiently. Typical of most rebuild projects many possibilities went through our minds: sandblast? paint colour? new wiring? modifications? parts sources for a gas tank, cylinder head, differential, manifold, ring mount legs etc. My problem was that my job took me out of town a lot (geologist) and I couldn't spare much time. As a result, after stripping off all removable items, the M20 sat in the driveway for about 7 months until the summer of 1979.

During that period some very lucky finds were made: I was loaned a parts manual, a differential (its an oddball one) was found in a local truck parts dealers yard, a new gas tank, cylinder head, voltage regulator, manifold and muffler were all found with the help of a few friends who had "an in" with the local surplus places. Many odds and ends from Zdenek's box of unknown parts turned out to be for the M20, confirming the rule that nothing should ever be thrown away. A hydrovac, bought before I even knew what an M20 was, turned out to be the proper type.



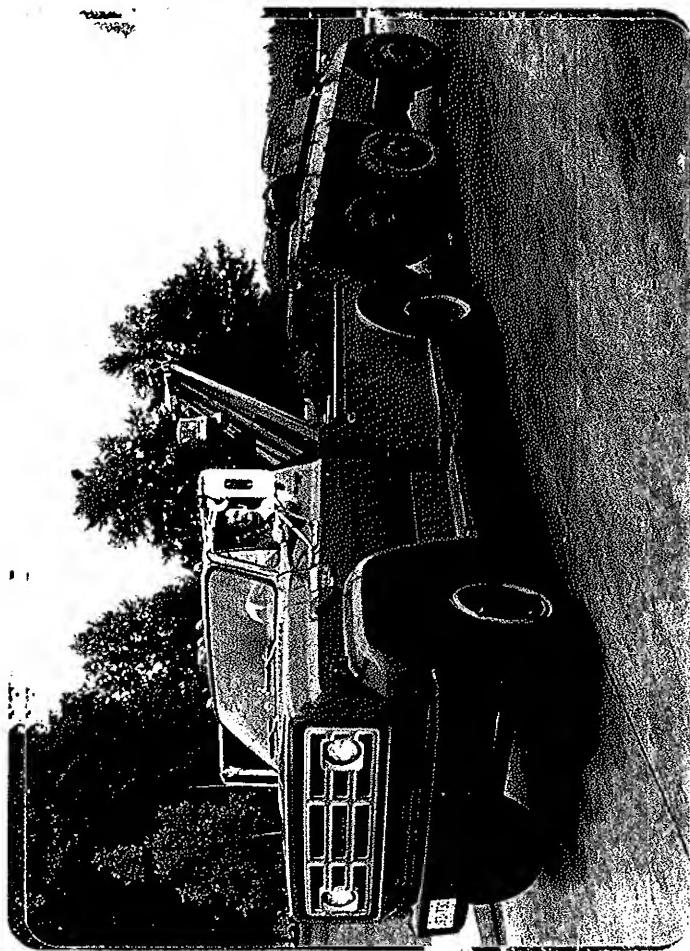
GETTING THE AXLE IN



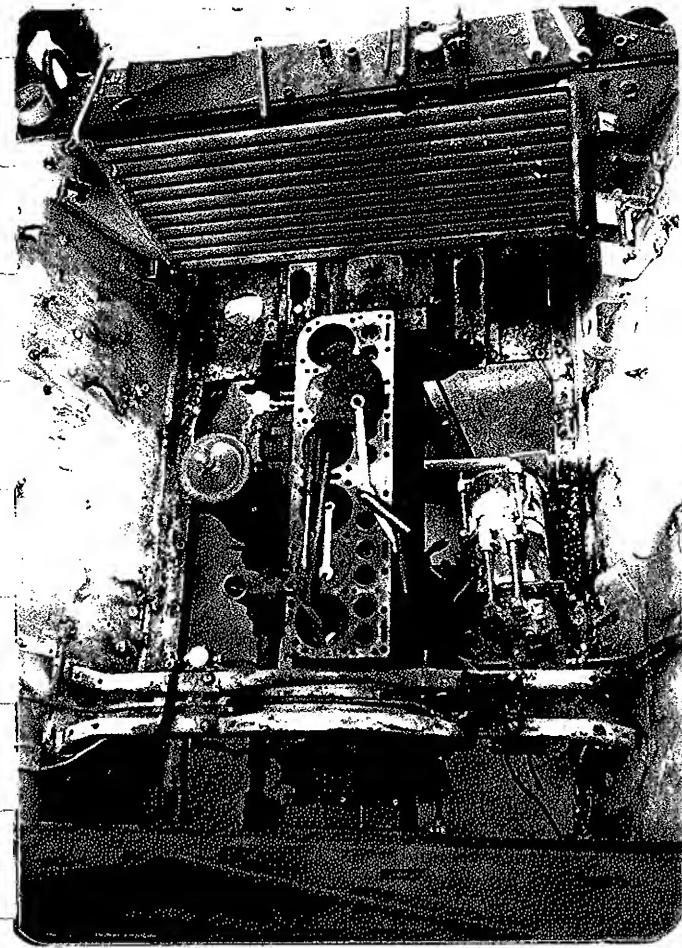
WAITING FOR SPARE PARTS



LOOKS PRETTY HOPELESS

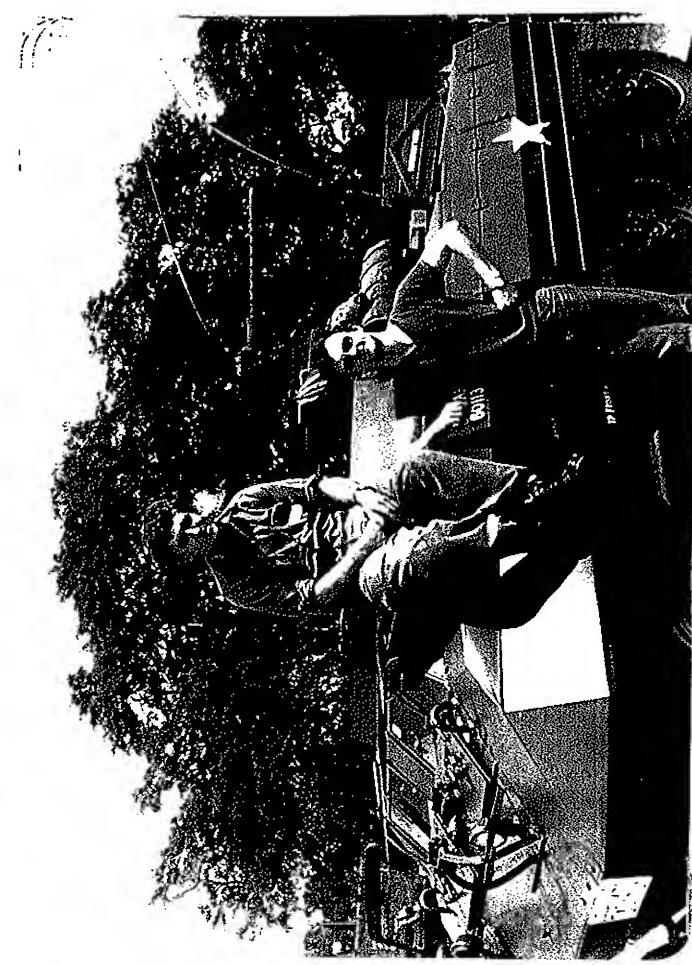


STARTING HOME



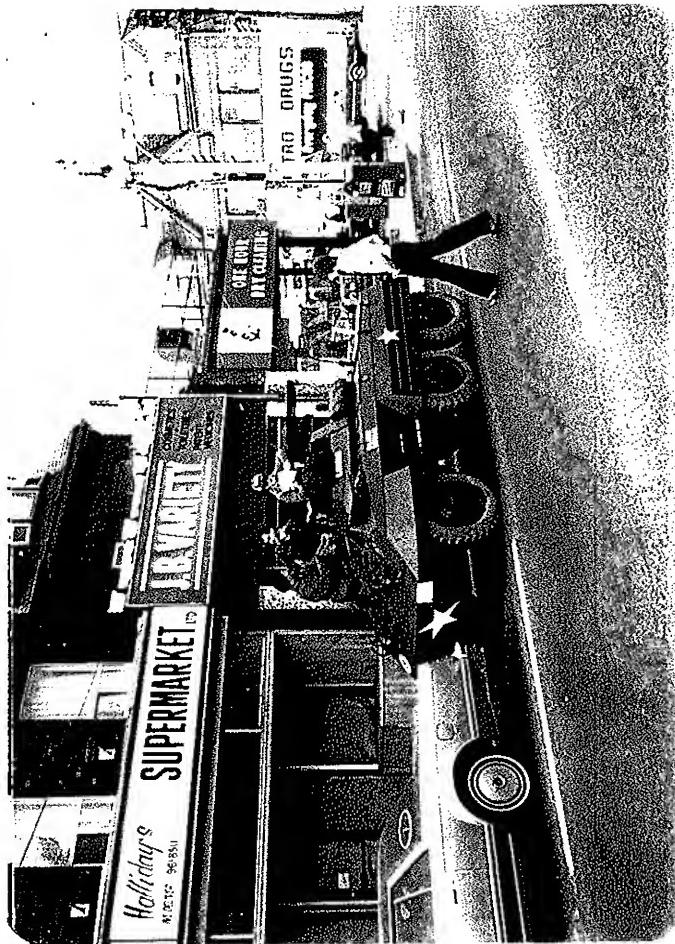
MAKES A JEEP TIRE FEEL LIKE A TOY

21-



AT THE DEBUT

A LITTLE BIT OF ENGINE WORK



OUT FOR A DRIVE

A serious effort began in June to get the vehicle on the road. A month of steady work was anticipated but in fact it took almost 2½ months of 12 hour days, 6 days a week...dismantling, repairing, rebuilding, taping out rusty broken bolts, installing new hydraulic lines, looking for obscure tube fittings, wires and so on. The deadline was mid-August in order to attend Ford Canada's 75th Anniversary Homecoming at the Ford plant in Oakville, Ontario. About 300 pre-1959 Ford products were expected and the M20 and my Ford M38CDN were the only military vehicles for which an invitation had been requested.

A leave of absence gave me the spare time to do the job. A few days were taken off to go to the MVCC Convention in Chicago where I got some useful parts including wheel cylinders, windshield frames and other odds and ends in that area. It was also an opportunity to meet several other M8 and M20 owners, but none of them were able to bring his vehicle. Then it was back to work.

The key to rebuilding something like this is to think ahead and do a complete job. The best example of good planning was to do the hydraulics first and completely, replacing all questionable lines and fittings and rebuilding all the master and slave cylinders. The few shortcuts I attempted resulted in nasty leaks of expensive brake fluid on nicely painted surfaces and repeated tedious bleeding of the system after each leak. Besides that the hydraulic system controls the entire vehicle, brakes, clutch and throttle so it must be in good condition.

The old fuel tank shell was pretty rusted out. It appeared the innards had deteriorated completely but with patience I drilled out all the screws holding the shell together and dismantled it. Inside was a protective liner of fiber-board like material protecting the rubber fuel cell which was in surprisingly good shape except for some softening of the inner layer of unvulcanized bullet-sealing rubber which had been immersed in a half-tank of gas for many years. The rubber fuel cell was stencilled: "Ford Motor Co., Tank, Fuel, Bullet Sealing, Firestone Tire and Rubber Co., Fall River, Mass., Ordnance Part No. E-5515-2, Ordnance Const. -5-2, Serial No. 418 -2F, Ford Motor Co. Part No...obscured..., Contract No....obscured..., 85 Synthetic, Construction No. 694, Weight 68 lbs., Date 9/5/44, Pressure Test C.R." So it would appear that the fuel cell was made on 9/5/44 and therefore the M20 (serial 2570) was not assembled until after that date. The new tank I installed was manufactured in 1955 and designed without a steel shell. Incorporated into the mould were two reinforced thicknesses for the fuel tank hold-down straps.

I decided to put in an RT-68/RT-70 radio combination due to its availability and because most of the other military vehicles in the area have these sets for vehicle-to-vehicle communication on outings and rallies. I need a 12V power supply for these sets but in the meantime I'm using a 24V supply with an auxillary battery under the radio shelf. Intercom stations are provided for the driver and co-driver and for the gunner. The intercom is vital for clear communication when driving in the city for the driver to get instructions from the gunner or co-driver about lane changes and when entering intersections. As a matter of interest there was a stencil on the side of my M20 stating "5/22/50, Radio Harness Installed For AN/VRC-19X, Combat".

At first the windshields seemed like a luxury, but later proved to add greatly to driver and co-driver comfort at speeds greater than 20mph. Like many owners I had no ring support legs. Until some originals can be found, a simple solution was to carefully bend ½"x6" pieces of aluminum in a hydraulic press. They do the job well and were made in a few hours using a 10-ton press at the local garage.

Working well into the night before the Ford rally, the M20 seemed ready to roll at last. Of course a few bugs were expected and they did occur. The 45 mile Sunday morning drive to the Ford plant was delayed by a curious policeman parked by the side of the road near my home. Not realizing that I had no side vision and could not hear his horn, he tried several times to catch up and pull me over. Zdenek, following in my jeep, watched in frustration and worry as the cop finally had to cut me off to get my attention. After checking my papers (he'd "never seen one of these before") we were on our way again. After some fuel problems were

solved, the journey was uneventful. All the way I was wondering if the variety of noises I was hearing were normal or signalling a serious mechanical failure. We saw many of the other Ford products, occupants in period dress, also heading for Oakville on that beautiful Sunday morning. As I mentioned the M20 and M38 were the only military vehicles there and they drew quite a crowd, many of whom were curious about the condition of the .50 cal.MG. I named the M20 "Kathryn", after my sister, who is always more than willing to be the co-driver when its on the road. And besides to name it after a girlfriend is too risky in the case of future changes.

The arrival home that night signified for me the finish of a long, hard, and often frustrating but very rewarding project that had begun just over a year before. Since then there have been several enjoyable outings and repairs, modifications and final touches, but the heart of the whole project began with the reading of that "M20 For Sale" notice at the convention in Denver and ended with the parking of "Kathryn" back at home after that first 100 mile outing.

M8/M20 NEWSLETTER

3rd Issue  
September 1980

Things have settled down a bit from the usual flurry of activity and letter-writing that is always generated by the MVCC Convention, this summer held at Valley Forge, Pennsylvania.

It was quite amazing to realize the high proportion of M8 and M20 owners that attended the convention. I renewed acquaintance with or met for the first time at least 16 owners, 4 of whom I will have to encourage to send in some data and participate in the newsletter.

As far as the newsletter goes, things are going to quiet down unless more material appears. I can only encourage readers to make more use of the newsletter as a tool for obtaining advice or information and to contribute any bits of info that will be of interest to other readers. Aside from the day to day gossip and trivia, hopefully some good material will result for publication in Army Motors so that other vehicle collectors can find out what we are up to. I know there must be endless interesting material that needs to be encouraged to come out of the woodwork.

Brian Asbury, editor

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M8/M20 Parts Prices....Trivia from a 1955 Army Price Guide

carburator rebuild kit.....	\$2.60
fuel tank.....	\$424.00
transmission.....	\$458.00
wiper motor.....	\$4.10
distributor cap.....	\$8.70
engine w/accessories.....	\$628.00
starter motor armature.....	\$11.20
wiper motor to wiper connecting arm....	\$1.40
engine fan idler pulley....	\$4.80
distributor rotor.....	63¢
speedometer.....	\$7.50

Correspondance

Darryl Davis sends some updated info on his M20 (27) : hull serial 2227-C, USA 60113000, has siren, mine racks and new style dashboard, but no windshield box or auxillary generator. The engine was rebuilt 2-58. He has headlight assemblies but needs 2 complete taillight assemblies and 1 troop seat and a siren.

Roy Hamilton has for sale or trade: 1 M20 radiator, vg condition, late modd M20 speedometers, A-62 Phantom antennas (new) for SCR-508 and SCR-608 radios, Adapter FT-384 for working on these radios when removed from the mounts, and winterization canvas cover for M45 Quad .50 mount.

Roy needs the following items to complete his restoration: M1941 gasoline cooking stove, M3 binoculars, 2.36 in. M6A1 Anti-tank rocket (practice or inert), M2 decontaminator 1½qt., 2.36 in. shipping tube for anti-tank rocket (container M87), Anti-tank mine M1 HE (practice or inert), Smoke pots M1 or M2, M1938 Wire cutters w/carrier, M1939 Machete, 18" w/sheath, M1936 Musette bag, WWII anglehead flashlight, WWII armored vehicle drivers helmet, WWII tankers jacket, WWII tankers coveralls, WWII "C" or "K" rations or empty boxes, 24 unit motor vehicle first aid kit, barrel support, top cover group, rear cover+spadegrip assy and front and rear sights for Browning .50 cal. HB M2 MG.

Needs: TM9-743, TM9-1743, TM9-1808A, TM9-1808B, TM9-710, TM11-630, FM11-630 with WWII date, SNL G-657, ORD 9 SNL G-136, Complete radio SCR-506 or receiver BC-652 or transmitter BC-653, mounting FT-253 for SCR-506, Phantom antenna A-27, Canvas bags and covers BG-125,BG-108, BG-103, BG-67, BG-56 or 56A, cover M1 for tripod M3 cal. .50, cover G-176 6567438 for M20 A/C.

Needs for M20: windshield storage box, windshields, windshield wiper motor, late model horn and starter buttons, right rear sand skirt, right and left front sand skirts, right and left front fenders, splash shields around bottom of engine and instruction manual for Sherrill compass.

John Wollerton reports that the M20 at Aberdeen Proving Grounds in Maryland is in pretty sad shape. He notes that while his M8 has side storage compartments, there were originally mine racks on it as evidenced by remaining weld marks.

John needs some dummy 37mm ammo (empty with heads), Protectoscopes and left side pistol port assembly complete.

Denis Payeur reports that he successfully drove his M20 (complete with a fabricated turret) through a concrete brick wall for a movie production in Montreal. Hopefully there will be some pictures for the next newsletter.

Dave Uhrig says that the gun ring support legs for the M20 have the following part numbers: right D67419A, left D67419B, and rear D67420. Surely a useful bit of info for those of us who are looking for legs. These numbers don't seem to be in the G136 or G176 ORD parts books or in the commonly available manuals about MG ring mounts.

Fred Ropkey sent me some beautiful photos from the US Archives showing M8 and M20 A/C's in action. What struck me the most was the wear and tear evident from battle conditions, removed fenders, use of tire chains on all 6 tires (I suspected they would be required after driving my own M20 in muddy offroad conditions and very easily losing traction), and general incompleteness of the vehicles. It's a wonder that collectors can find even partially complete vehicles today. One M20 had a rectangular or square ring mount supported by some probably homemade legs. There were no captions, dates or descriptions with the photos.

Brian Asbury Spare parts available for sale or trade: wiper motor rebuild kit for M8/M20 \$5, M1 cradle cover cover for MG \$10, new hydrovac(enquire) clutch slave cylinder rebuild kit \$6.00, Telescope M70D for M8.

### Newsletter Finances

Cost of each mailing includes postage, envelopes and photocopying.

Initial questionnaire (35 mailed)	11.24
Introductory issue, 14 pages	34.07
Second issue, 12 pages	38.14
Third issue	<u>33.00</u>
	116.45

Contributions:	19x 5.00
	1x10.00 105.00

Differences in US and CDN \$ are ignored since there is usually a service charge for cashing US cheques or Money orders.

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### GASTANKS

An interesting discussion occurred at the Valley Forge convention regarding rubber bullet sealing gas tanks as used in M8, M20 and other vehicles. One owner suggested that the use of gasohol would cause deterioration of the rubber lining, based on his own unfortunate experience. Our impromptu analysis of the situation led to the dicussion of possible harmful effects of methyl hydrate (used to absorb gas tank moisture).

TM9-8000, Principles of Automotive Vehicles, describes self-sealing gas tanks as having a "rubber latex (soft, uncured rubber)...placed between inner and outer walls". From the internal examination of my old tank, I suspect that this rubber latex forms the inner wall of M8/M20 tanks and is unprotected from the contents of the tank, hence subject to damage by gasohol, other solvents or longterm submersion in gasoline. The portion of my old tank that had been submersed in gasoline for many years had become very soft and tended to slump down towards the bottom of the tank.

Any comments??

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### M20 CANVAS COVERS

As I mentioned in the last newsletter, there were some canvas covers for the M20 at Sarafan's. They fit very nicely once one realizes that the .50 cal. MG must be positioned with the trolley at the front of the ring mount and with the barrel pointing to the rear, centering the gun over the ring and allowing for proper fit of the cover. Two zippered hatches are provided one on either side of the forward part of the command area.

These particular covers were evidently of French manufacture, based on the label enclosed in the plastic packing bag. No date is given. The part number on this label is G176 6567438. This number is not listed in the parts book ORD 9 dated August 1, 1945 however is is listed in ORD 8 G136 and 176 dated September 4, 1945. The description is "COVER, crew compartment, canvas (for Car, Armored Utility, M20 only). In fact it is listed twice, once under Miscellaneous Hull and Chassis Accessories and also under Vehicular Equipment and Accessories.

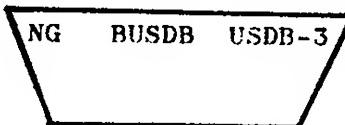
I am going to have reinforcing canvas or leather sewn on the inside of the cover that I have to prevent the sharp edge of the gun ring from wearing through the canvas, which is not as heavy duty as most of the military canvas that is used for tarps or vehicle covers.

#### QUESTIONS AND ANSWERS

Still no suggestions about the pivot brackets in the front of the command area (issue 1) or the threaded lugs around the rad louvres or further info about production numbers and dates.

Roy Hamilton responds that the AL-140 panels are fluorescent red on one side and white on the other and the AL-141 panels are fluorescent orange on one side and white on the other. They are about 30"x11'6", are hemmed around the border with tan OD tape and have numerous tape tie-downs. They were used to identify friendly armored vehicles from the air, changing the colours for security reasons to prevent the enemy from also using them. Roy says that his examination of photos indicates that their use was very widespread.

Darryl Davis would like to know the significance of some markings on the upper portion of the front lower armor plate:



#### VEHICLE LETTERING

.....Roy Hamilton

To duplicate the style and finish of the lettering that was used to label the interior for storage then the rub-on letter is the best way to go. One type of this lettering is Dennison's Stenso Quick Transfer Lettering. I have found that this lettering looks just like the original and is very durable when correctly applied.

Many armored cars were ordnance rebuilt during the 1950's and usually the labelling was done in stencil form if at all. I found that the paint on my M20 had weathered enough that I could scratch off the outer layer and find the original decal type lettering.

So far the following labels have been uncovered:

FLASHLIGHT...next to each flashlight clip, 5 total.

CARBINE.....on each side of driving compartment and at right rear of fighting compartment next to the carbine racks, 3 total.

CANTEEN.....under each of the wire canteen loops, 2 on co-driver side, one on driver's side, one on each rear upper sides of fighting compartment, 5 total.

FIRST AID KIT...by codriver's right side.

PROTECTO-SCOPES...on lid of each protecto scope box, 2 total.

ODDMENTS.....on side of oddments box, there is a black border around this one.

ROCKETS.....in the center of each rocket rack and center rear of fighting compartment, 3 total.

CAL..50 SPARE BARREL...on ledge of left rear fighting compartment.

BLANKET ROLLS.....on left and right upper sides in the forward portion of the fighting compartment, 2 total.

SIGNAL FLAGS.....above blanket rolls on right side.

WATER CAN.....above water can bracket.

FIRE EXTINGUISHER...above fire extinguisher bracket.

BINOCULAR.....on face of binocular holders, 2 total.

CARBINE AMM. ....on floor behind codriver.

CAL..50 AMM. ....on floor under troop seats, 2 each side, 4 total.

SMOKE POTS.....on floor at rear and under troop seat on each side.

HEADLAMPS.....just above headlight racks.

OILER.....in engine compartment above the oilcan bracket.

ANTI-TANK MINES.....inside of left sponson box lip toward front.

RATIONS.....inside right and left sponson box lid.

COOKER.....inside right forward fender box lid, upper left corner.

MACHETES.....inside right foreward fender box lid, lower center.

TOOLS.....right front fender box lid, inside lower right.  
JACK.....right front fender box lid above TOOLS.  
TIRE CHAINS..left front fender box, inside of lid, center left side and upper right side, 2 total.  
FIELD BAGS...right and left fender box lids, both inside upper left corners, 2 total.  
DECONTAMINATOR...right and left rear fender box lids, inside lower center.  
AERIAL.....left rear fender box lid, inside center.  
LUBRICATION CHART...two lines, top right center, inside of left fender box lid.  
FOLDING BUCKET.....two lines, top right inside of left fender box lid.

My M20 was missing the grenade boxes but I'm sure that they were marked GRENADES. I have been told that SIGNAL or FLUORESCENT PANEL was also inside one of the fender box lids but my M20 shows no sign of this lettering or of later stencils.

#### VEHICULAR TOOLS AND ACCESSORIES

.....Brian Asbury

Part of any complete restoration is to equip the vehicle with the original complement of tools and accessories. Locating all the bits and pieces for an M8 or M20 armored car can be an ongoing project long after the vehicle is restored and on the road.

Two useful lists for determining most of the accessories for M8 and M20's are available: TM9-743 has a detailed list of tools and equipment stowage on each vehicle but specific descriptions and tool part numbers are not given. Secondly ORD 8 SNL G-136 and G-176 lists common vehicular tools with stock numbers and Ordnance or manufacturer's part numbers. Reproduced below is this list taken from ORD 8 dated September 4, 1945. This list of common tools is not included in ORD 9 August 1, 1945 or either service parts catalogues for M8, June 1, 1943 or for M20, August 18, 1943.

Stowage items such as weapon accessories, ammunition, and field gear, are listed in TM9-743. Perhaps a later article will be able to list this extensive equipment for those readers who don't have access to this manual.

(1) Nato Symbol	(2) Stock Number	(3) Ordnance or Manufacturer's Part Number	(4) Ordnance or Manufacturer's Drawing Number	(5)  NOMENCLATURE
				<b>GROUP 23—GENERAL USE STANDARDIZED PARTS</b> <b>2301—VEHICULAR COMMON TOOLS</b>
J-4 W	41-A-1277	TTAX1A	TTAX1	AXE, handled, chopping, single bit, standard grade, 4 lbs.....
J-15 W	41-B-15	C118082	C118082	BAG, tool.....
J-4 W	41-B-154	TKEX2U	TKEX2	BAR, cross, socket wrench, round, solid (Type VII, class A) $\frac{1}{16}$ in. dia. x 8 in. long.....
J-5 W	8-C-482-250	B248724	B248724	CABLE, steel, towing, complete with two eyes, diam. $\frac{5}{8}$ in., length 20 ft.....
J-2 W	41-C-1124	TBAX1C	TBAX1	CHISEL, machinists, hand, cold, $\frac{3}{4}$ in. cut, 8 in.....
J-2 W	41-F-1028	TEAX1DF	TEAX1	FILE, American-Standard, hand, smooth, 8 in.....
J-2 W	41-F-1572	TEAX2CP	TEAX2	FILE, American-Standard, three-square, smooth, 6 in.....

J-16 W	8-G-357			GAGE, tire pressure, piston type, 10 to 60 lbs., in 1 lb. units, 60 to 160 lbs. in 5 lb. units, single foot..
K-3 W	41-G-1344-40			GUN, lubricating chassis, hand operated, 15 oz. capacity.....
J-6 W	41-H-527	TAAXID	TAAXI	HAMMER, machinists', ball peen, 2 lb.....
J-8	41-H-1286	TEHX1A	TEHX1	HANDLE, mattock (Pick), 36 in. (Grade AA) (MATTOCK, pick, Fed. Stock No. 41-M-722 and HANDLE, mattock, Fed. Stock No. 41-H-1286 constitute MATTOCK, pick, w/HANDLE, as listed in T/O&E's and T/A's).....
J-4 W	41-H-1502	TKEX2R	TKEX2	HANDLE, socket wrench, hinged, $\frac{1}{2}$ in. sq-drive, 12 in. (Type VII, Class B).....
J-4 W	41-H-1505	TKEX2B	TKEX2	HANDLE, socket wrench, ratchet, reversible, $\frac{1}{2}$ in. sq-drive, 9 in. (Type VII, Class B).....
J-4 W	41-H-1508	TKEX2L	TKEX2	HANDLE, socket wrench, speeder, brace type, $\frac{1}{2}$ in. sq-drive, 17 in. (Type VII, Class B).....
J-4 W	41-H-1541-10			HANDLE, wheel bearing adjusting and wheel stud nut wrench, $\frac{3}{4}$ in. diam., 30 in.....
J-5 W	41-J-73			JACK, automobile and motor truck, hydraulic 5-ton, with handle.....
J-6 W	41-M-722			MATTOCK, pick, without handle, 5 lb. (Type II, Class F) (MATTOCK, pick, Fed. Stock No. 41-M-722 and HANDLE, mattock, Fed. Stock No. 41-H-1286 constitute MATTOCK, pick, w/HANDLE, as listed in T/O&E's and T/A's).....
K-3 W	13-0-900			OILER, S., pump, capacity 1 pt., length of spout 9 in.....
J-2 W	41-P-1652	THCX1A	THCX1	PLIERS, combination, slip joint, wire cutting, 8 in....
J-2 W	41-P-1839	THAX1A	THAX1	PLIERS, lineman's side cutting, 8 in. (Type N)....
J-4 W	41-S-1063			SCREWDRIVER, close quarter, $1\frac{3}{4}$ x $\frac{1}{4}$ in. blade, 4 in. overall (Type II).....
J-4 W	41-S-1101	TGAX1A	TGAX1	SCREWDRIVER, common, normal duty, single grip (Type III, Class C), 3 x $\frac{5}{16}$ in. blade.....
J-4 W	41-S-1385	TGBX1A	TGBX1	SCREWDRIVER, machinists', extra heavy duty, wood insert handle (Type V, Class B), 5 x $\frac{1}{2}$ in. blade.....
J-6 W	41-S-3170			SHOVEL, general purpose, D-handle, plain back, strap pattern, round point, No. 2 (blade width $9\frac{1}{2}$ in., blade length $11\frac{1}{8}$ in., length of handle 26 in.) (Type IV, size 2).....
J-4 W	41-W-486	TKAX3A	TKAX3	WRENCH, adjustable, crescent type, single end (Type I, Class B), 8 in. ( $1\frac{1}{16}$ in. jaw opening)....
J-4 W	41-W-990	TKKX1A	TKKX1	WRENCH, engineers' 15° angle, double head, open end, normal duty, alloy steel, $\frac{5}{16}$ and $\frac{3}{8}$ in.....
J-4 W	41-W-1000	TKKX1G	TKKX1	WRENCH, engineers' 15° angle, double head, open end, normal duty, alloy steel, $\frac{5}{16}$ and $\frac{1}{2}$ in.....
J-4 W	41-W-1005-5	TKKX13F	TKKX13	WRENCH, engineers' 15° angle, double head, open end, normal duty, alloy steel, $\frac{5}{16}$ and $1\frac{1}{16}$ in.....
J-4 W	41-W-1008	TKKX2F	TKKX2	WRENCH, engineers' 15° angle, double head, open end, normal duty, alloy steel, $\frac{5}{16}$ and $\frac{3}{4}$ in.....
J-4 W	41-W-1015	TKKX3D	TKKX3	WRENCH, engineers' 15° angle, double head, open end, normal duty, alloy steel, $1\frac{1}{16}$ and $\frac{1}{2}$ in.....
J-4 W	41-W-1021	TKKX4C	TKKX4	WRENCH, engineers' 15° angle, double head, open end, normal duty, alloy steel, $1\frac{1}{16}$ and 1 in.....
J-4 W	41-W-3009	TKEX3D	TKEX3	WRENCH, socket (detachable), $\frac{1}{2}$ in. square drive, 12 point opening, $\frac{5}{16}$ in.....
J-4 W	41-W-3013	TKEX3F	TKEX	WRENCH, socket (detachable), $\frac{1}{2}$ in. square drive, 12 point opening, $\frac{3}{8}$ in.....

J-4 W	41-W-3017	TKEX3H	TKEX3	WRENCH, socket (detachable), $\frac{3}{8}$ in. square drive, 12 point opening, $\frac{3}{8}$ in.....
J-4 W	41-W-3023	TKEX3M	TKEX3	WRENCH, socket (detachable), $\frac{3}{8}$ in. square drive, 12 point opening, $\frac{3}{8}$ in.....
J-4 W	41-W-3025	TKEX3N	TKEX3	WRENCH, socket (detachable), $\frac{3}{8}$ in. square drive, 12 point opening, $1\frac{1}{8}$ in.....
J-4 W	41-W-3331-100			WRENCH, spark plug, socket, $\frac{3}{8}$ in. square drive, dbl-hex. opening (with pin handle), $1\frac{1}{8}$ in.....
J-4 W	41-W-3843-25			WRENCH, wheel stud nut, double end, hexagon openings 1.062 x 1.505 in., 8 in. overall.....

(1) Note Symbol	(2) Stock Number	(3) Ordnance or Manufacturer's Part Number	(4) Ordnance or Manufacturer's Drawing Number	(5) <b>NOMENCLATURE</b>
				<b>2303—VEHICULAR EQUIPMENT AND ACCESSORIES</b>
H-8 W	H017-0540023	B262413	B262413	CHAIN, tire, single, pneumatic, 9.00-20 (Fed. Stock No. 8-C-2440).....
W	G176-6567438	D67438	D67438	COVER, crew compartment, canvas (for Car, Ar- mored Utility, M20 only).....
W	G136-0140231	D67498	D67498	COVER, turret, opening, canvas (for Car, Armored, Light, M8 (T22E2) only).....
W	24-P-29	D37589	D37589	PAULIN, canvas, 12 x 12 ft. (for Car, Armored, Light, M8 (T22E2) only).....

It's exactly one year ago that I decided to contact some other M8 and M20 owners to try and generate interest in an informal M8/M20 newsletter. Since then at about 3 month intervals I've sat down at my typewriter for a day or two with a pile of letters and manuals and pounded out a few pages of articles, vehicle data, address changes and so on and sent the result out under the title of the M8/M20 Newsletter.

While being the first to admit that many improvements could be made (most requiring more time or more money), I think that the Newsletter has been a success in several ways.

It's primary goal, to assemble some detailed data about our armored cars has been achieved with a fair degree of success. Any improvement will require additional effort on the part of each owner to compile and submit more data.

While much of the information presented in the Newsletter was well-known to some readers, it seems obvious that most readers, especially myself, are learning new things about their vehicles with every issue. Perhaps more importantly, we each get to know eachother a little better and have an opportunity to share common experiences.

For me as the editor, the Newsletter has resulted in quite a network of correspondance with other owners of armored cars but has certainly not replaced or overshadowed my interest in other military vehicles or communication with owners of other types of military vehicles. I hope that nobody has been unpleasantly surprised to see themselves quoted or referred to in the Newsletter, since I usually try to incorporate any M8 or M20 information that comes my way into the next newsletter. At the same time I hope that the Newsletter has facilitated and encouraged correspondance between readers and that requests for parts or informations have generated some responses from other readers.

At the present Newsletters are sent out to: Campion, Colton, DeBonis, Haigler, Hamilton, Herbertson, Hlavin, O'Connell, Osborne, Payeur, Ropkey, Shaffer, Sines, Thomas, Uhrig, Wollerton, Wray, Vetter, Davis, Nelson, Hathaway, Ambruso and Desiato, Oregon National Guard Military Museum (Aitkin), Chilek, and McDonald. Who's missing? Anybody else who might be interested?

IF YOU WISH TO CONTINUE TO RECEIVE THE NEWSLETTER: Please drop me a line and let me know:

- Name
- Address...still correct?
- Any more information about your M8 or M20 to add to the next updated set of data sheets? Most vehicle descriptions are presently incomplete.
- Any deletions or additions to the list of parts you require or have for sale?
- Do you have any material, nomatter how brief to contribute to the future issues of the Newsletter?
- How about some comments on the format or content of the Newsletter. How has the Newsletter helped you, if at all?

The Newsletter will continue to be sent out as long as there remains the spirit of participation that has existed so far and as long as there is a sense of usefulness to the participants. That is why I would like to hear from each of you in the New Year.

Brian Asbury, editor

Bbx 456, Station K,  
Toronto, Ontario,  
Canada M4P 2G9

Brian C. Asbury,  
Box 116, Station A,  
Brampton, Ontario,  
Canada L6V 2K7

NEW MEMBERS AND UPDATES

Dennis A. Ambruso and Jan Desiato, 126 Hamilton Ave., Apt.16, Stamford, Conn.  
USA 0690. (203) 325-0174

M20 (28)

This M20 was purchased from Sarafan Auto Supply. It is co-owned by Dennis and Jan who have it in excellent running condition (driven to the Valley Forge MVCC Convention). The engine is a 1962 French rebuild with a zenith carb, autolite distributor.

Need: sand shields, front and rear, windshields, handbrake cable, speedometer cable, radio and accessories, .50 cal. M2 flexible MG copy or Dewatt, ring mount, M37 trolley locking handle and roller wheels, tow cable, compass

For sale or trade: combat tires (used), used left and right fan hubs with pulleys and brackets, used fan idler pulley with bracket, used thermostat housing, used fan blades.

60112013-S

siren

mine racks

old style dash

no wind.box

no aux.gen.

Oregon National Guard Military Museum and Resource Center, Capt. Terrill M. Aitken, Curator, Camp Withycombe, Clackamas, Oregon, USA 97015

M20 (20)

no number on plate

1760

60112532

1954

Joseph F. Hathaway, 2229 Stockbridge Rd., Akron, Ohio, USA 44313  
(216) 836-2381

M20 (29)

1592C  
6087C

60112366

siren

mine racks

old style "siren"

no wind.box

no aux. gen.

Purchased from T.J. Armitage, Kansas City, in summer 1980. It had been owned by Armitage since 1975. It is complete and running except for a missing middle drive shaft.

There is no serial data plate or any evidence that one was ever there. The front and rear of the hull is stamped 1592 and 1592C. 1594C is stamped next to the radiator louvres on the hull.

Presently undergoing restoration. Need complete new dash, electric choke control, hydraulic parts, MG cradle, middle drive shaft

PROPER ENGINE OIL LEVELS ..... B.C.A.

When driving my M20 I have been puzzled by apparent fluctuations in the oil level as indicated by the dipstick. Often I would check the level during roadside "pit-stops" and find the level to be quite low although it appeared correct before starting out on the trip. Not wanting to burn out an engine, this problem always bothered me.

Apparently it bothered army drivers during the war as indicated by the following letter to Half-Mast, the solver of many enquiries to the editors of Army Motors:

"Dear Half-Mast,

A subject of controversy the past few weeks has been the proper engine oil level in the light armored car, M8. We're all agreed that the proper level, cold, before starting the engine, is at the full mark on the dipstick.

The after-operation level, though, is another matter. On most of our M8's after the engine has been started, warmed up and then stopped, it's anywhere from 15 minutes to 2 hours before the dipstick shows any reading at all--the oil passages in the engine being exceedingly capacious and the dipstick too darned short. And all the vehicles do not read alike under identical circumstances of temperature, warmup time, vehicle load, etc. Needless to say, this inability to read an oil level has been the cause of many vehicles going around with eleven or so quarts of oil in the crankcase because a horrified driver or mechanic--yes, even a motor officer, has checked the oil level, found a dry dipstick, and added oil to the engine, all before the stuff has had time to drain back into the pan.

Have you heard any complaints from others about this trouble? And, have you any suggestions to offer other than to wait longer before checking the oil level? What we'd appreciate--and I'll bet a lot of other people would too--is a longer dipstick with a running mark--a hot-engine-level engraved thereon. Can anything be done?

Capt. M.F.A. Cavalry"

"Dear Captain,

The question of the correct oil level in the M8 and M20 has a lot of people up a tree. I finally found the answer after rooting around and making much chop-chop with the Ordnance technicians and the manufacturer. In the first place the correct oil capacity of the entire lubrication system is 7 quarts--which includes about 5½ quarts in the crankcase and 1½ quarts in the oil filter. But let's start from the beginning with a brand new M8. Okay, you pour 7 quarts into the crankcase. If you looked at the dipstick, the reading would be about 1¼ inches above the "4/4" mark\*. All right, now start up and run the engine awhile. Stop it and take another look at the dipstick. The reading is now right on the 4/4 mark and the drop on the dipstick indicates that there's only about 5½ quarts in the crankcase. The "missing" 1½ quarts are, of course, up in the oil filter which is only natural and perfectly all right--you've got the proper amount of oil in the engine. But here's where the stickler comes in: on many of these vehicles, the oil slowly drains out of the oil filter and flows back into the crankcase. Thus during this "drainback" period, you might get higher readings on the dipstick. What's the answer? The answer is check the oil level with the engine warm. If the dipstick reads low on a cold engine, add oil to bring it up to the full mark--then run the engine a few minutes, stop it and recheck it. Add more oil if needed to get a 4/4 or "full" reading on the dipstick. Let everybody in on this dope and your problems are over. Except for one more thing:

This thing comes from the fact that it's a tight squeeze to get at the

dipstick because of the battery being in the way. With all the pushing and pulling to get the dipstick in and out, the dipstick is liable to get a curve in it. This wouldn't be so bad except that down in the crankcase there's a baffle covering the oil sump to keep the oil from bouncing around. In taking a reading, the dipstick has to pass down through a little opening or ferrule in this baffle in order to get at the oil at the bottom of the crankcase. If the dipstick is bent, it might not be able to find this hole--it'll just slide across the top of the baffle and won't show any reading at all. The answer is, make sure the dipstick is straight and be careful to get it down through the hole in the baffle. Sir, this is the kind of thing that needs a lot of noising around--if I were you I would get all my boys together and give'em the lowdown.

(Signed) Half-Mast"

"\*The "4/4" incidentally doesn't mean anything but "4 quarters"--not 4 quarts--future M8 dipsticks will read "Full" instead of 4/4"

I hope that information from the original Army Motors is of help to Newsletter readers. There will be more such tidbits of info from Half-Mast to follow in later issues.

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POTENTIAL NEWSLETTER PARTICIPANTS???? ..... B.C.A.

Collectors are not the only owners of M8 and M20 armored cars. As more and more parts mysteriously disappear "overseas" or "abroad" it has become evident that some military users still exist with M8 and M20's. Considering the inflated cost of modern A/C's it is not hard to imagine that surplus parts can demand greater prices than we restorers may be willing to pay.

An interesting compilation of foreign uses of M8 and M20 A/C's appears in the 1977 book Arsenal of Democracy by Tom Gervasi. The following countries are reported to have:

<u>M8's</u>	<u>Niger (2)</u>	<u>M20's</u>	<u>Brazil (4)</u>
Brazil (16)	Norway (24)		Colombia (24)
Cambodia (12)	Peru (33)		Greece (40)
Cameroun (6)	Saudi Arabia (55)		Iran (48)
Columbia (8)	Senegal (8)		Niger (8)
Congo Republic (18)	South Korea (45)		South Korea (61)
Dahomey (5)	Taiwan (40)		
Ethiopia (23)	Thailand (16)		
Greece (20)	Togo (5)		
Guatemala (14)	Tunisia (20)		
Iran (32)	Turkey (48)		
Laos (20)	Upper Volta (3)		
Malagasy Republic (6)	Venezuela (15)		
Mexico (38)	Vietnam (45)		
Morocco (50)	Yugoslavia (30)		

Undoubtedly many modifications have been made to modernize or alter the use of these A/C's. In the Encyclopedia of Armored Cars by Duncan Crow and Robert J. Icks (1976) it is noted that Brazil uses M8's with Mercedes-Benz diesel engines, and a 1973 modification of an M8 with a rocket projector in place of the turret. Cuba reportedly has some M8's with the top of the turrets covered with armored plate. Haiti is reported to also have some M8's. Zaire has modified M8's by

substituting high cylindrical turrets for the original turret, having a large with and outward curved shield and a .50 caliber Browning MG permitting high angle fire. Peru apparently has some M20's with the ring mounts converted to armored cupolas.

These many modifications suggest that even vehicles used by the US Army probably had many interesting changes made to them. Examples that I have seen or heard of includes arctic engine coolant heater installations, personnel heater installations, sliding doors between the command and driving areas to keep heat in the driver's area, armored plated reinforcement of the driver and co-driver's floor area and so on. Hopefully a compilation can be made of these modifications as spotted by us during restoration of our A/C's and a comprehensive article can appear some time in the future.

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#### GASTANKS - WHAT I HAVE DONE! .....Dennis Ambruso

Gas tanks! Hard to get? Do what I did. First remove the rubber bladder by unbolting the side covers, inspection covers, fill pipe plate and the outlet plate. Then with a saber saw (short blade) cut the metal shell at the bottom along the seam (don't damage the rubber bladder). Then pry the shell open, being careful not to bend the shell, push, beat kick or punch the bladder out. With that done take the shell parts down to your local fiber glass shop or to someone who specializes in fiber glass fuel tanks, and using the shell as a mould, they should be able to produce a fiber glass tank with baffles and all the indentations, flats and curves as the original.

With the new fiber glass tank sitting majestically in your garage, you'll have to grind the surfaces of the tank where the inspection cover, fill pipe plate, fuel sender and outlet plate go so that the surfaces are flat and make good seals. Then cut the holes in the tank, making them a little smaller than the original holes. The top plates can be fastened to the fiber glass with "#14x1" stainless steel sheet metal screws and sealed with "Boat-Life" rubber sealant. (found in most marine stores). If you choose a new fuel sender unit, you'll find that a Stuart Warner Universal sending unit works very well and should be installed before the top plates are installed.

The outlet plate will be a little harder to do because you'll have to manufacture a washer of steel,  $\frac{1}{8}$ " thick and slightly larger than the outlet plate. This washer will have to be drilled and tapped to match the holes in the outlet plate. I used  $\frac{1}{4}$ x20 bolts. Cut two washers of good gas resistant rubber to use as gaskets. Use one inside and one outside the gas tank and seal with plenty of "Boat-Life". Let stand for about two weeks to let the "Boat-Life" cure before filling the tank with gas.

Don't forget to ground the sending unit and fill pipe before enclosing the tank in your vehicle. My tank was made by Custom Fiberglass Fabrication Co. Inc., 70 Peck Alley, New Haven, Connecticut, 06511, (203) 624-0700.

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## ASSISTANCE REQUESTED

Roy Hamilton would like to know if anybody has a picture or could supply a diagram of the conduit for the auxillary generator mounted on the hull in the engine compartment of late model M20's. The conduit that used to run from this generator down across the bottom of the engine compartment floor to the number two regulator has been removed and Roy would like to know exactly what kind of conduit was used.

Dennis Ambruso (and probably most other owners) would like to know a source of supply for rotors, condensers and points for the military JXD engine. How about the distributor caps?

Jerry McDonald needs the following parts for his M8 and M20: 1 JXD engine complete, 3 JXD overhaul gasket sets, 2 instrument face panels, 2 sets of instruments, 1 ring mount w/legs for M20, 2 master electrical switches, 3 carb. rebuild kits, 2 brake master cylinder rebuild kits, 2 clutch master cylinder rebuild kits, 2 clutch slave cylinder rebuild kits, 12 brake wheel cylinder rebuild kits, traverse and elevation device for M8, all seat cushions for M8 and M20, .50cal MG mount and turret plate for rear of M8 turret, 2 headlights, 4 tail lights, 4 protectoscopes, 3 JXD thermostats, canvas covers M8 and for M20, 1 wheel bearing wrench.

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## M8 AND M20 MODIFICATIONS

Some of the work order and technical bulletins issued for the M8 and M20 (as listed in an issue of Army Motors during the war) were as follows:

TB 743-1 -instructions to remove the fire detection system at the first major overhaul. (29 Nov. 1943)

TB 743-2 -discusses adjustment of the shock absorbers (which were shortly thereafter replaced by non-adjustable ones) (13 Dec. 1943)

TB 9-743-4 -says that the copper-asbestos head gasket has been replaced by a steel head gasket requiring 75 ft-lb. of torque on the cylinder head cap-screws. (6 Jan. 1944)

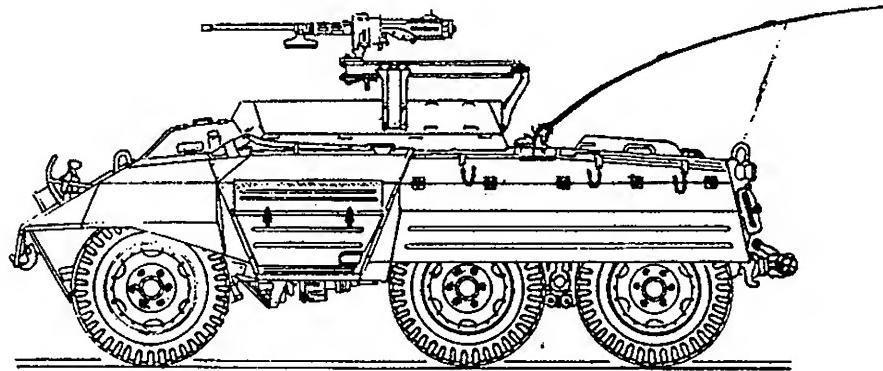
TB 705-13 and TB 743-3 explain which accessories have to be changed around in order for the JXD engine in the M8/M20 to be completely interchangeable with the JXD engine in the M3A1 Scout Car.

FSMWO G136-W1 -explains the modifications of the front springs, front knuckle guards and drag-link assembly (9 Nov. 1943)

FSMWO G136-W2 and G176-W2--fixes the gas-gage float arm so it won't cut the gas tank bulletproof liner, and also gives a new draincock to install in the fuel tank which has a screen in it to prevent trash from entering the lines. (4 Oct. 1943)

TB 9-1743-FE1 -at time of generator overhaul the armature shaft should be machined shorter at the thread end shoulder so that the pulley can be tightened against the bearings to stop the bearing inner-race from eating into the shaft. This problem was caused by the fact that the armature shaft (No. C118151) in the generator (D67368, Ford) is longer than the thickness of the fan-belt-pulley hub and so the pulley couldn't be anchored to the shaft.

M 8



M 20

EDITOR: Brian C. Asbury

# NEWSLETTER

5th Issue June 1981

Perhaps the new letterhead, designed by Roy Hamilton, will distract a bit from my old manual typewriter that has been working quite a bit of overtime lately.

This issue is a little late but I hope to get back on track after the summer rush of activities. The frequency of issues depends heavily on the amount of communications received from members so please keep this in mind when each of you wonders where the Newsletter is.

The cover sheet for this issue is a data sheet that will update vehicle information. There have been quite a few new members and changes of ownership since the original data sheet and a revision is now due. So please make a effort to complete the form as fully as possible a return it in time for editing and inclusion in the next Newsletter.

Of coarse the MVCC National Convention is coming up in July. I hope to see many of you there. Perhaps we can improve on the incredible percentage of M8/M20 owners that were able to attend last year's Convention.

Coming up in the next issue will be an article on vehicle production-line changes researched by Steven Thomas; and an article on radio equipment and accessories for the M8 and M20.

As was noted in the 3rd Issue, the Newsletter is falling behind financially. There have been additional \$5 contributions by many of the members and new members are being asked to contribute \$5 for a set of back issues as well as \$5 for future issues..

On a personal note, I have put about 2000 miles on my M20 since finishing it 2 years ago. Despite the new wheel cylinders, the brake fluid seems to seep through if the vehicle stands still for a couple of months. I think that must be due to the cylinder design. I still average about one overly curious police cruiser per trip, so I make sure that all my papers are in order....some people just don't understand. The markings are still "U.S.Army" which brings some puzzlement to many Canadian motorists and passersby who think the M20 is the real thing rather than a historical vehicle. Hopefully I'll get an opportunity to ride in another one to find out if all the mysterious noises and vibrations are typical of the vehicle or a warning of some future mechanical problems.

So keep the correspondance flowing in and I'll be hoping to see as many of you as possible at the Convention.

Brian

M8's in Action

.....Kenneth E. White

The following information was forwarded by Darryl Davis from Kenneth E. White who was an M8 armored car commander in the 82nd Armored Reconnaissance Battalion, 2nd Armored Division.

The 2nd Armored Division was issued M8 armored cars when it arrived in England from the Sicily Invasion in 1943. Training consisted of driver training and vehicle break-in, firing exercises and invasion preparedness. During this training it was found necessary for a few modifications to be done in England:

1. Steel plate was welded to the floor on the inside under the driver and the radio operator.  $\frac{1}{4}$ " and  $\frac{3}{8}$ " plate was used.

2. The opening in the rear of the turret was permanently closed because of frequent jamming of the barrel during cleaning done from the big end of the barrel. To clear a rag jam a new 37mm barrel was installed by Ordnance.

3. On the top of the closed front half of the turret (car commander's side) a front and rear sight leaf was welded to the top. This was a necessity for a time reduction for the car commander to have the gunner quickly on target. This welded sight was parallel to the 37mm barrel sighted to infinity.

4. Landmines were removed from the racks on the sides to the underside of the armored motor covers.

5. All cars were equipped with 2 1" towing cables, one attached to the front and the other to the rear.

6. Weapons: 1 37mm, 1 cal. .50 (top), 1 cal. .30 co-ax fired with the 37mm. In addition 2 Browning Automatic Rifles were kept on the outside right and left of the turret. These were unauthorized but condoned and were used when dismounted if necessary. Normally we were armed with cal. .45 Thompson submachine guns.

The 82nd Armored Reconnaissance Battalion had 4 M8's, 4 jeeps, 1 medium tank with 105mm, 1 M3 half track, 1 M2 half track and 1 jeep for maintenance. Combat losses for the M8 totalled 19 with 10 repaired for a total loss of 9 M8's during 1702 miles of combat and 3 invasion arrowheads. Total 2nd Armored Division losses were 279 M4 tanks, 64 M5 light tanks and 3 M24 light tanks during November 1942 until May 1945.

More From Half-Mast

Dear Half-Mast,

Quite a few M8 Light Armored Cars are coming from the factory with the propeller shaft and universal joint, between the transfer case and front axle, mounted with the slip-joint toward the front axle. But WD Lubrication Order 139 and SNL G-136 show the propeller shaft mounted with the slip-joint toward the transfer case. This ought to be brought to someone's attention because its causing some confusion among using units and we'd like to know which is correct.

CWO E.J.R.

Dear Mr. R.,

The slip-joint should be toward the transfer case, like the Lub Order and the SNL say. The manufacturer's making it a point to see that the propeller shaft is assembled that way in all future M8's and M20's. Reversing the position doesn't affect the vehicle's operation, but if the slip-joint is installed right, there'll be less wear on the splines and the prop shaft'll last longer.

(signed) Half-Mast

PARTS DEPARTMENT

For sale: 1 pair repro. rear sand fenders \$400.00; inner front fender \$20; TM9-1743, original, waterstained front cover \$100; TM11-2716 (Xerox) Installation of Radio Equipment in Armored Utility Vehicle M20, \$15.00; TM11-2702(Xerox), Installation of Radio Equipment and Interphone Equip. in Light Armored Car M8, \$15.00; seat belts in original boxes, \$25 each; Pair rear sand fenders, rusted, dented but repairable, originals, \$250; Headlight Lens marked "FORD", \$15; Tech. manual changes (Xerox), change 1, 3 June '44, change 2, 9 July 1948, change 3, 12 May 1952, 71 pages, \$20; Prism box, rusted on edges, \$10; Binocular box, bent, \$10; SCR-508 complete (except antenna) radio, \$150; Instrument panel, old style, \$25; Steven Thomas, 5801 224 Pl. S.W., Mountlake Terrace, Washington 98043.

Wanted: Complete engine from the fans to the clutch, George DeBonis, 263 Cross Road, Lunenburg, Massachusetts 01462.

Wanted: New gas tank, hydrovac, clutch, gas and brake linkages, old style rear muffler and exhaust pipe, Steven Thomas, address above.

Wanted: New wiring harness, 2 rear sand fenders,(passenger side only), Have 1 left repro sand fender for trade, need driver's seat back, center and rear covers for outside storage compartments, 2 headlight guards, shift levers for transfer and transmission, steering wheel, column and steering box complete, Jim Osborne, 322 North Third St., Vincennes, Indiana 47591

Will Have This Summer: demilled cal..30 B.M.G., approved, for sale or trade. J. Osborne, address above.

Available: Hydraulics for M8 or M20, Darryl Davis, 624 West St. Peter St., New Iberia, Louisiana 70560.

Wanted: Rear sand fenders, Denis Payeur, 1222 Montgomery, St. Hubert, P.Q., Canada J4T 1J1.

---

New Members and Newly Acquired Vehicles

John F. Anderson  
RR 2, Cuba City,  
Wisconsin, USA 53807

John has acquired an M20, serial 2445, reg. number 60113218, which he is starting to restore.

Edward Pfister  
12032 Boston Rd.,  
North Royalton, Ohio,  
USA 44133

Eddie has an M20, serial 2822 that he has just purchased.

Roy Hamilton has added to his collection with 2 more M20's plus 3 more rough one that may be beyond hope. The numbers on the good ones are 60132323 and 60111013. More info to follow.

Larry E. Steever  
13425 96th Ave. East,  
Puyallup, Washington,  
USA 98373 (206) 848-6031

Larry has bought an M20.

David S. MacGillivray  
7E Jupiter Trail,  
Jacksonville, North Carolina,  
USA 28540 (919) 347-1379

David has 4 M20's including USA60111012, USA60112184, USA60112? (serial 2842).

WHO SPOTTED IT???

John Anderson asked about a technical manual for the M8 and M20 called TM9-7143. It's listed on the brass data plate in the driver's compartment as being a maintenance manual. The data plate must be wrong and should refer to TM9-1743 which covers power train, suspension, hull, and turret for the M8 and M20.

Does anyone have a vehicle that has the correct technical manual listed on this data plate? Perhaps a correction was made during production.

A MOVIE STAR

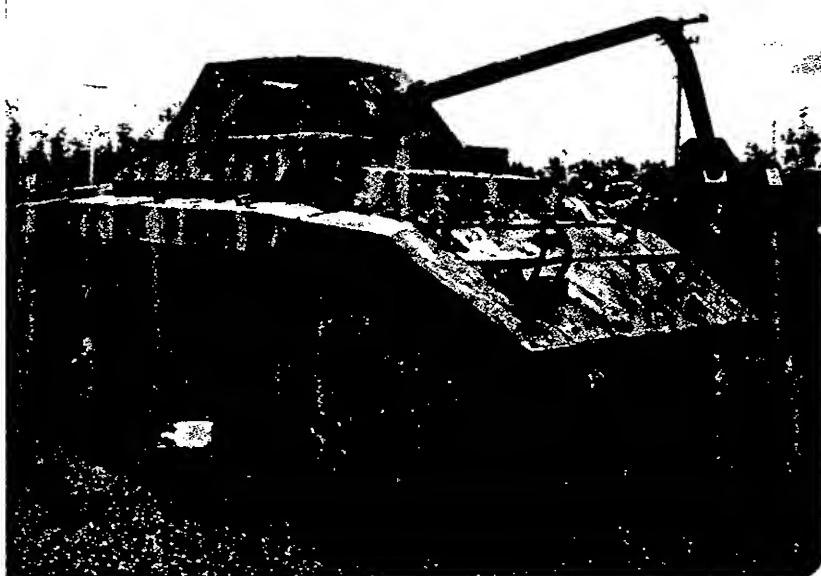


A while ago a movie company built a mock-up turret on Denis Payeur's M20. The plot called for Denis to drive through a concrete block wall.

The truck on the right is a 15CWT number 13 cab style made by General Motors.

Evidently the wall got the better of the cannon.

The armored car on the right is François Payeur's Otter, a rare Canadian vehicle that is now being restored.



## LUBRICATION ORDER

**L0 9-7414**

20 December 1954 (Supersedes LO 9-743, 17 May 48)

**CAR, ARMORED, LIGHT, M8  
CAR, ARMORED, UTILITY, M20**

References: TM 9-743; ORD 7 SNL G-136; ORD 7 SNL G-176

Intervals are based on normal operation. Reduce to compensate for abnormal operation and severe conditions. During inactive periods intervals may be extended commensurate with adequate preservation. Relubricate after washing or fording.

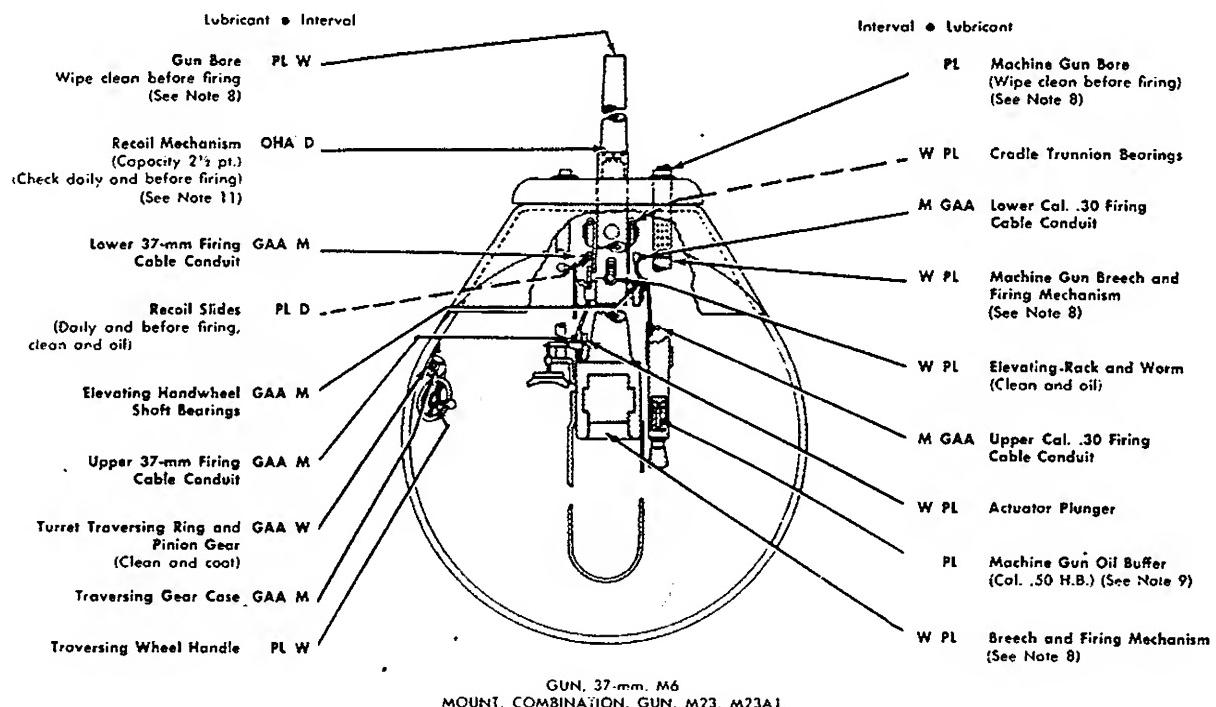
**Clean fittings before lubricating.** Clean parts with THINNER, paint, volatile mineral spirits (TPM) or SOLVENT, dry cleaning (SD). Dry before lubricating. (For exceptions, see notes 8. and 9.) Lubricate dotted arrow points on both sides of the equipment.

Serviced From Driving Compartment	
Lubricant	Interval
Brake and Clutch Master Cyls. and Accelerator Tank (Check level) (fill to plug level)	HB 1
Clutch and Brake Pedal Shaft	GAA 1
Steering Gear Fill	GO 1
Steering Gear Drain (Drain and refill)	A
Gearshift Shaft	GAA 1
Transfer Case Drain (Drain and refill) Cap. 2 1/4 qt.) (See Note 7)	12
Transfer Case Fill and Level (Check level)	GO W
Differential Fill and Level (Check level)	GO W
Differential Drain (Drain and refill) Cap. 2 1/4 qt.) (See Note 7)	12
Transmission Drain (Drain and refill) Cap. 4 1/2 qt.) (See Note 7)	12

Serviced From Engine Compartment	
Crankcase Fill	OE
Crankcase Breather (Check level) (See Note 1)	OE D
Crankcase Drains (Drain and refill. Cap. 6 qt.) (See Note 3) (Serviced under car)	6
Starter	PL 1
Air Cleaner (Check level) (See Note 1)	OE D
Brake Hydrovac Cylinder (See Note 2)	OHC 6
Oil Filter (See Note 10)	1
Water Pump (Turn cup down 1/2 turn, refill as required)	WP D
Distributor (See Note 4)	S
Distributor Shaft (Turn cup down 1/2 turn, refill as required)	GAA 1

Interval • Lubricant	
Front Axle Universal Joint (See Note 6)	1 GAA
Wheel Bearings (Every 12,000 miles or annually, remove, clean, dry and repack)	12 GAA
Steering Knuckle Bearings (lubricate top and bottom)	1 GAA
Differential Fill and Level (Check level)	W GO
Differential Drain (Drain and refill. Cap. 2 1/2 qt.) (See Note 7)	12
Tie Rod	1 GAA
Universal Joint	1 GAA
Spring Shackle	1 GAA
Universal and Slip Joints	12 GO
Drive Pinion Bearing (See Note 5)	1 GAA
Universal and Slip Joints	1 GAA
Universal and Slip Joints	W
Pillow Block Level (Check level)	1 GAA
Pillow Block Fill (Reached from under car)	12 GAA
Wheel Bearings (Every 12,000 miles or annually, remove, clean, dry and repack)	1 GAA
Universal and Slip Joints	1 GAA
Clutch Cross Shaft	1 GAA
Suspension Cross Arm (Reached from below)	D
Crankcase Level (Check level) (Serviced from engine compartment)	12 GAA
Wheel Bearings (Every 12,000 miles or annually, remove, clean, dry and repack)	1 GAA
Universal Joint	W GO
Differential Fill and Level (Check level)	12
Differential Drain (Drain and refill. Cap. 2 1/2 qt.) (See Note 7)	1 GAA

**—KEY—**



—NOTES—

- 1. AIR CLEANERS AND BREATHERS**—(Oil bath-type) Daily replenish to bead level with OE crankcase grade. Every 1,000 miles, clean oil reservoir and refill with OE as above. Disassemble, clean all parts, refill with OE as above whenever crankcase oil is changed. For desert or extremely dusty operation, disassemble, clean all parts and refill with OE once every operating day or more frequently if required. (Mesh type) For normal operation wash and reoil at indicated intervals with OE. For desert or extremely dusty operation, wash and reoil with OE once every operating day or more frequently if required.
  - 2. BRAKE HYDROVAC CYLINDER**—Remove plugs in control port and in center plate of cylinder and lubricate with about 1/2 oz. through each opening. Replace plugs.
  - 3. CRANKCASE**—Drain every 6,000 miles or semiannually. Drain only after operation. Refill to FULL mark on gage. For proper operation on heavy duty oils, engine thermostat must be functioning properly to maintain engine coolant temperature at - 140 F minimum. Run engine a few minutes and recheck oil level.
  - 4. DISTRIBUTOR**—Every 6,000 miles or semiannually, wipe breaker cam lightly with GAA and lubricate breaker arm pivot and wick under rotor with 1 or 2 drops of PL.
  - 5. DRIVE PINION BEARING**—At time of draining and refilling of transfer unit, fill pinion bearing housing with 1 pt. of lubricant prior to refill. Transfer unit.
  - 6. FRONT WHEEL UNIVERSAL JOINTS**—Remove both plugs from spherical part of housing. Fill through rear plug hole until lubricant is level with opposite plug hole. Replace plugs. CAUTION: Do not overlubricate.
  - 7. GEAR CASES**—Drain every 12,000 miles or annually, drain only when hot after operation. Fill to FULL mark on bayonet gage or to plug level before operation and after draining. Clean vents weekly and after operation in water or mud.
  - 8. GUN BORES, GUN BREECH AND FIRING MECHANISM**—Immediately after firing and on 2 consecutive days thereafter, thoroughly clean with CR, making sure that all surfaces, including the rifling, are well coated.

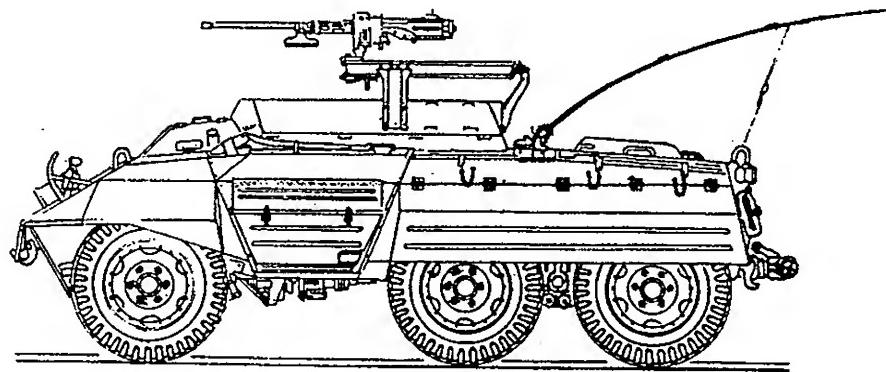
**Do not wipe dry. On the third day after firing, clean with CR, wipe dry, and lightly coat with PL (Med) above - 32 F., PL (Special) below - 32 F. Weekly, thereafter, when gun is not being fired, clean with CR, wipe dry and recil with PL. Wipe clean before firing.**

- 9. MACHINE GUN OIL BUFFER**—(Col. .50 H.B.) Weekly, inject PL (Special), rotate buffer assembly, drain excess oil. In humid and salt air areas, use PL (Med) daily in machine gun oil buffer and on external surfaces of ornament above - 32 F.
  - 10. OIL FILTER**—Every 1,000 miles, remove plug in bottom of case and drain sediment. Every 6,000 miles or semiannually, while crankcase is being drained, remove element, clean inside of case and install new element. Run engine, check for oil leaks, and add (1) (2) quart(s) to compensate for filter capacity.
  - 11. RECOIL MECHANISM**—Elevate gun muzzle slightly, then remove the large plug from gun shield and recoil cylinder head plug from forward end of recoil cylinder. Fill recoil cylinder with OHA.
  - 12. OIL CAN POINTS**—Every 1,000 miles, lubricate Throttle Cross Shaft and Clusters, Hinges, Latches, Hand Crank Latch, Gear Selector "H" Plate and lever, Spark and Throttle Rod Ends, Gearshift Linkages, Clutch and Brake Linkage, etc., with PL.
  - 13. DO NOT LUBRICATE**—Turret Support Rollers, Shock Absorbers, Shock Absorber Linkage, Fan Bearings, Springs.

**LUBRICATED AT TIME OF DISASSEMBLY BY ORDNANCE PERSONNEL —**  
Generator, Clutch Pilot Bearings, Clutch Release Bearing and Sleeve,  
and Speedometer Flexible Shaft, Constant Velocity Universal Joints.

By order of the Secretary of the Army:  
OFFICIAL: M. B. RIDGWAY,  
JOHN A. KLEIN, General, United States Army,  
Major General, United States Army, Chief of Staff.  
The Adjutant General.

M 8



M 20

EDITOR: Brian C. Asbury

# NEWSLETTER

6th Issue October 1981

Time flies when you're having fun or have a newsletter to put out. The fun part was the MVCC National Convention held during July at Fort MacArthur in San Pedro, California. Lots of new faces as well as quite a few familiar ones. Afterwards myself and several other keen military vehicle buffs migrated northwards to Coalinga for some of Roy Hamilton's kind hospitality. The intensity of discussions of armored car details in Roy's livingroom justify it being declared to scene of the First Annual Armored Car Symposium.

Earl Colton generously donated a large supply of the imprinted envelopes that your have received this Newsletter in. They're guaranteed to play havoc with the Post Office's automatic sorting machines.

Roy Hamilton donated the enclosed Operator's Permit. Where possible I've typed in the pertinent data (your serial numbers etc.) on my circa 1940 typewriter that I reserected from a dusty corner of the basement especially for the purpose.

Thanks to those of you who have returned the data sheet from the last issue of the newsletter.

#### New members

Abraham A Shiepe Jr.,  
Post Office Box 66451  
Los Angeles, California  
USA 90066

Ross Moir  
P.O. Box 303,  
48 Rugg Road,  
Sterling Junction, Massachusetts,  
USA 01565

Abraham operates "Rent-a-Tank" with an M20 with a modified turret. I'm sure that it's the only vehicle in the club with AM-FM stereo and colour TV.

Ross has recently purchased 2 M20's in conjunction with Dave Uhrig. Both vehicles had been stored for years at Sam Winer Motors but were purchased from Sarafan.

#### Change of address

Wayne A. Hlavin,  
6807 Boneta Rd.,  
Medina, Ohio,  
USA 44256

## TOOLS AND EQUIPMENT STOWAGE

It has been my personal experience that a significant and on-going aspect of owning a military vehicle has been the collection of the tools and equipment that was a part of the original vehicle stowage. Even if the restoration of the vehicle is at a standstill, one can still keep an eye open for such things as signal panels, binocular cases, special tools or fire extinguishers. Often these accessories are still out of the mainstream of being collectors' items and can be acquired at very nominal cost, while the success of spotting and recognizing an accessory in a surplus store, junk shop or at a garage sale can be most gratifying.

Owning an armored vehicle provides a virtually unlimited opportunity for the discovery and collection of accessories. The next few newsletters will feature a listing of different types of accessories - tools, armament, rations, signaling and sighting equipment and miscellaneous items - as described in TM9-743. The manual listing is very brief as far as individual descriptions, model numbers and details of each item so where possible a feature describing certain items will accompany each listing.

For most items the available details are incomplete. The accuracy and depth of detail will require comments and contributions from every reader.

### Part 1            RATIONS, SIGNALING EQUIPMENT AND SIGHTING EQUIPMENT

Name	Amount	M20	M8	Where Carried	Comments
<b>a. Rations.</b>					
Type K—4 men for 2 days	24			In ration compartment of right sponson	
Type K—6 men for 2 days	36			In right-hand sponson	
Type D—6 men for 3 day	2			In right-hand sponson	
<b>b. Signaling Equipment.</b>					
Antenna, complete w/cover (per radio set) (spare)	1	1		M20—in left rear fender box M8—on hull top forward of turret	-depends on radio set, bases MP-37, MP-48, MP-48-A or MP-57
Flag set, M238, composed of:	1	1		On right side of crew compartment on ration box cover	-common surplus item in \$3-5 range per set but some higher.
1—Case Cs-90 1—Flag Mc-273 (red) 1—Flag Mc-274 (orange) 1—Flag Mc-275 (green) 3—Staff Mc-270					
Flares, signal (for Projector, signal, ground, M4)	36	15		M20—in Boxes, ammunition cal. .30, M1, on right and left side walls—crew compartment M8—In Boxes, ammunition M1, in left lower sponson	
Panel, set consisting of:	1	1		Left rear fender box	-I haven't seen any good ones, but have seen mint VS-10/g type with integral bag and strap(for paratroop use??)
2—Cases CS 150 1—Panel AL 140 1—Panel AL 141					
Projector, signal, ground, M4 interphone, RC-99 (4 station)	1	1		M20—on left side wall back of driver M8—on right side wall of fighting compartment—one station adjacent to each crew member	{ See note below

			<u>COMMENTS</u>
Radio set, SCR 506 where specified	1	1 In right sponson (in place of 37-mm amm.)	
Radio set, SCR 508 CR SCR 528	1	1 In left sponson	Detailed article on radio sets in upcoming Newsletter.
Radio set, SCR 510	1	1 In left sponson	
Radio set, SCR 608	1	1 In left sponson	
Radio set, SCR 610	1	1 In left sponson	
e. Sighting Equipment.			
Binocular, M3, complete consisting of:	2	1—right side wall by assistant driver 1—crew compartment rear wall by water can	- 6 power with 30mm aperture. - reticle in left eyepiece. - horizontal reticle scale is 50-0-50 mils. - vertical reticle scale is 0 to 2000 yards
1—Binocular, M3			
1—Case, carrying, M17			
Prism, protectoscope (spare)	6	6 In two boxes at assistant driver's foot	
Protector, vision (spare)	4	4 2 in each spare protectoscope box	- described as plastic windows in ORD 9 ???

### 30. MISCELLANEOUS ACCESSORIES AND EQUIPMENT.

Name	Amount		Where Carried
	M20	M8	
Manual, technical, TM 9-743	1	1	M20—left rear fender box M8—in clip by assistant driver
Mittens, asbestos, pair (medium)	1	1	In right front fender box

Note: An apparent typographical error appears in this listing. Two items are described: Projector, signal, ground, M4  
Interphone, RC-99 (4 station)

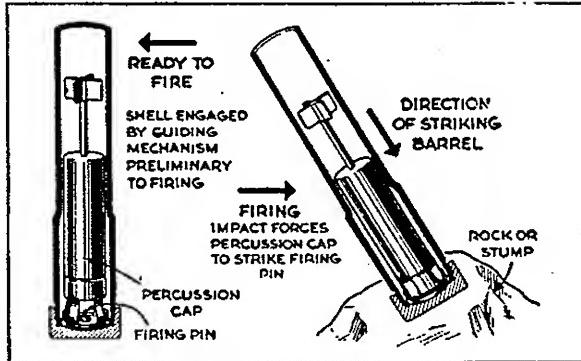
Roy Hamilton's sharp eye spotted an article on the ground signal projector in a wartime issue of Popular Science. It is reproduced in part below. Not shown here were 2 photos of a GI loading the mortar and positioning it for fire.



Above, to set off the projector, the firing pin at the center of the guide in the base must make contact with the percussion cap on the projectile

Projector shell and parts of a projector. Fins on the projectile steady its flight in the air. The barrel is slipped over the guide and screwed to the base on which a carrying strap is fastened

Shells are inserted at the mouth of the projector as shown below at left. A sharp impact is needed at the base for firing (right, below), and most often loaded equipment can be dropped without any danger. In firing, impact is usually obtained by striking the projector base on a stone or log. Note that the projector points a little forward. Details of the mechanism are shown in the diagram



### ARMAMENT

Two items of armament are described below. The 2.36-inch AT Rocket Launcher M1 stows on the front wall of the crew compartment. The photos and data were taken from TM9-294, 27 September 1943 describing the M1A1 model. It is noted that M1A1 replaced the M1 launcher and that the M6 and M7 rockets used in the M1 cannot be used in the M1A1 model which used M6A1 and M7A1 rockets. So be sure to keep that in mind when firing your rocket launcher!!

The HE M1 antitank mines, 3 for the M20 and 6 for the M8, were originally stowed on the mine racks on the outside of the right or left sponson. Apparently they were an obvious target there and later moved inside the vehicle. As a result the mine racks were eliminated at some time during production of the M20's and the sponson stowage boxes replaced them. Some M8's, such as John Wollerton's, show remnant weld marks where the mine racks originally had been and the sponson boxes then added on. Perhaps this changeover represents a later modification of M8's rather than a production-line change.

For future Newsletter armament descriptions, does anybody have details of:  
-M1 or M2 Smoke Pots  
-Grenades, Mk.II, Mk.III, M6, M8, WP smoke, photos or descriptions.

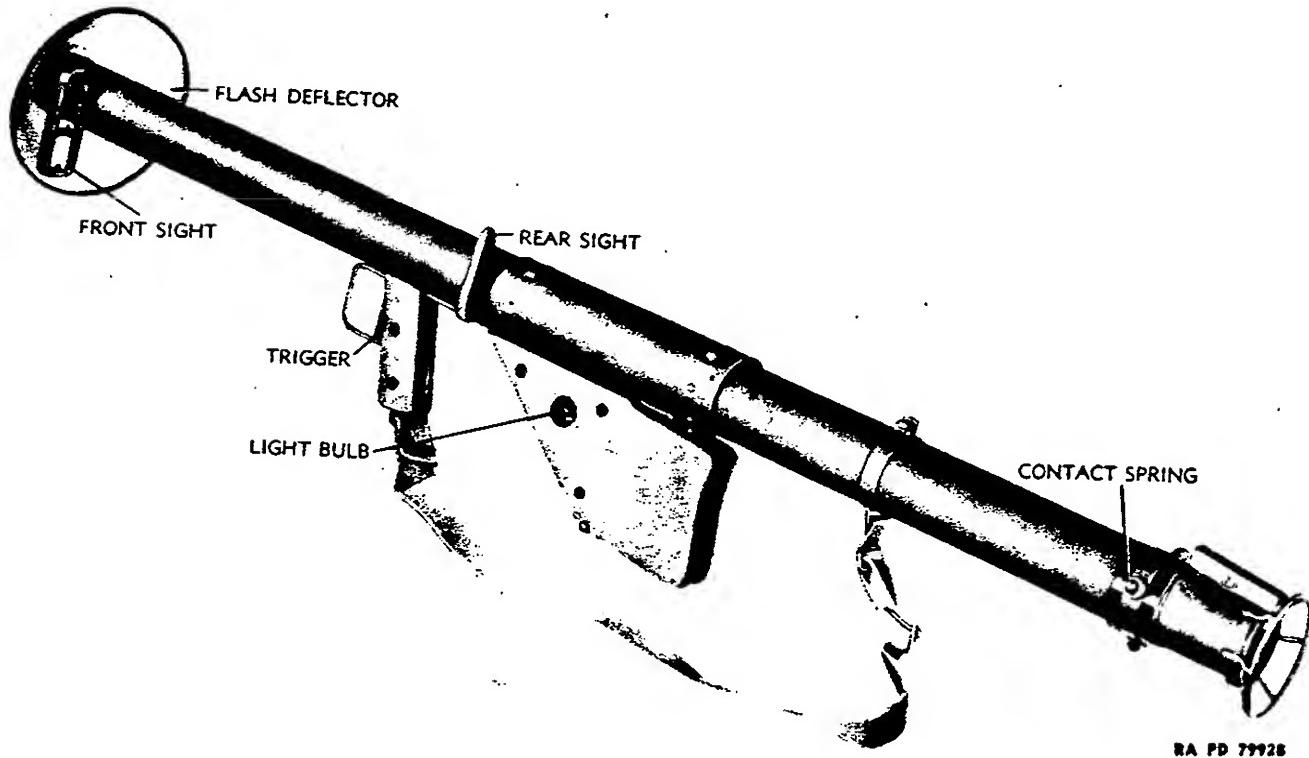
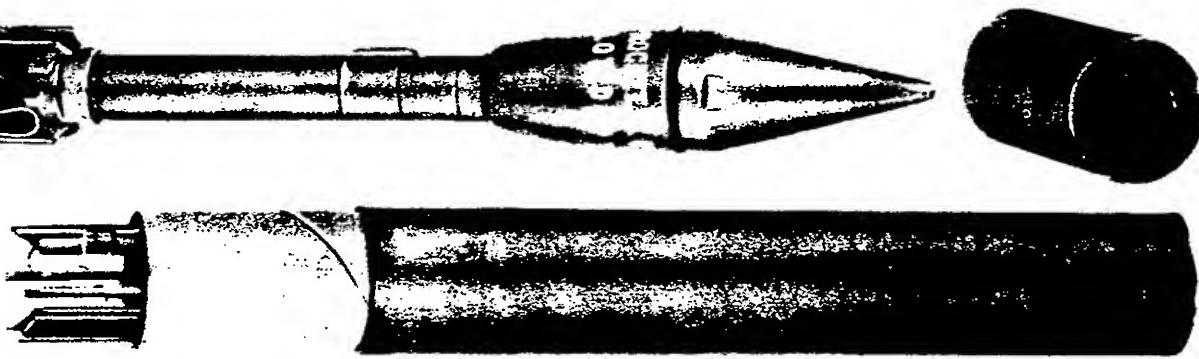
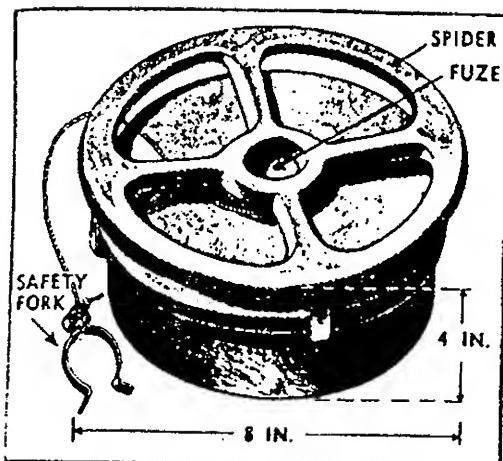


Figure 1 — 2.36-Inch AT Rocket Launcher M1A1 — Left Side View

RA PD 61613

ROCKET AND  
CARDBOARD  
STORAGE TUBE





U. S. Antitank Mine M1A1.

1. U. S. Antitank Mine M1A1. The standard antitank mine used by United States forces is the U. S. Antitank Mine M1A1, which is shown in Fig. 21.13. This mine weighs about 11 pounds, including six pounds of TNT. A pressure of 500 pounds on the fuze, or 250 pounds on the edge of the spider, fires the mine.

To assemble the mine, remove spider and place fuze in cavity of mine body. Hook the two legs of spider under rim, pass other two legs through notches, and turn spider one-eighth of a turn.

To lay and bury the mine, first remove safety fork and place mine in a cover. Then place mine in hole and fill in so top of spider is at least one-quarter inch above ground level. Replace sod and complete camouflage. If mine is buried with spider down, upper surface should be not more than one inch below ground surface.

To disarm the mine, cut away cover to reveal fuze; then, if fuze is not damaged; replace safety fork, check for booby traps, and lift mine. If safety fork does not go on easily, do not force it or remove mine by hand. Instead, attach a 50-yard length of rope or wire, drag mine to a safe place, and destroy with explosive.

PRODUCTION VARIATIONS

Steven Thomas has compiled the following differences in parts used in M8 and M20 A/C's based on information in SNL G-136 and 176 parts books from 25Jan. 1944 and 25 Aug. 1945.

M-20 Parts Differences from SNL-G-136/176  
Dated 25 Jan. 1944

1. Pipe, Exhaust      M-8 even # above 3908, odd # above 1361, all M-20 above 859.  
                        D-67466  
Pipe, Exhaust      M-8 even # below 3908, odd # below 1361, all M-20 below 859.  
                        D-67345/G136-03438751
2. Muffler      M-8 even # above 3908, odd # above 1361, all M-20 above 859.  
                        D-67453  
Muffler      M-8 even # below 3908, odd # below 1361, all M-20 below 859.  
                        D-67390/G136-02-99115
3. Generator w/ 3 5/8" Pulley      M-8 even # below 502, odd # below 497. All M-20 below  
                        30  
                        D-67368/G134-01-96300  
Generator w/ 4 1/2" Pulley      M-8 even # above 500, odd # above 495, All M-20 above  
                        29  
                        D-67368-A/G136-01-25915
4. Regulator      M-8 even # to 1000, odd # to 779, all M-20 to 115.  
                        C118349/G136-03-67413/AL-VRH-4101C  
Regulator      M-8 even # above 1000, odd # above 799, all M-20 above 115.  
                        C-118073/G166-03-67338
5. Instrument Panel      Used on first 3500 units.  
                        D-67380/G136-03-33940
6. Traversing Control (Single Speed)      M-8 even # to 2686, odd # to 1025  
                        D-67325/G136-02-89447  
Traversing Control (2 Speed)      M-8 even # above 2686, odd # above 1025  
                        D-67406/G136-02-89446
7. Compass (Sherrill)      M-8 even # above 1000, odd # above 843, all M-20 above 341.  
                        C-121174-13  
Note: No other compasses listed in this SNL.
8. Fire Detection Sending Unit      M-8 even # to 2568, odd # to 1109, all M-20 to 433.  
                        B-257736/G104-15-49250  
Note: Removed from all units after these numbers listed above.

M-20 Parts Differences from SNL-G-136/176

Dated 25 Aug. 1945

1. Fuel Pump & Vacuum      M-8 below even & odd #8694, Odd # between 9490 to 10186.  
                        All M-20 below 2505  
                        C-118130/G134-0345921  
Fuel Pump & Vacuum      M-8 # 8694 to 9490, all # above 10,186, all M20 above 2505.  
                        7059286/0040-1538638
2. Filler Cap, Fuel Tank      M-8 # above 6856, All M-20 above 1817  
                        C-100635-B/G136-0131400  
Filler Cap, Fuel Tank      M-8 below # 6856 and all M-2- below 1817.  
                        FM-GPW-9030-A/G134-0131291
3. Sending Unit, Fuel Tank      M-8 below # even 7836, odd # 8113, all M-20 below 2146.  
                        B-248762/G136-0419502  
Sending Unit, Fuel Tank      M-8 above even # 7836, odd # above 8113, all M-2- above  
                        2146  
                        7058823/8240-439106

4. Thermostat M-8 8634 to 8934 and M-20 # 2200 to 2300.  
4300-13325-BS/(HM-13325-BS)  
Thermostat M-8 above # 8934 and on M-20 above 2300.  
4300-13328-BS/(HM-13328-BS)
5. Generator M-8 even # below 502, odd # below 497, all M-20 below 30.  
D-67368/G134-0196300  
Generator M-8 even # above 500, odd # above 495, all M-20 from 30 to 2213  
D-67368-A/G136-7035002
6. Regulator M-8 odd # 1 to 779, even # 2 to 1000, M-20 1 thru. 115  
C-1183449/G136-0367413  
Regulator M-8 above odd # 779, even # 1000  
C-118073/G166-037338
7. Water Temp. Gage M-8 odd # 1 to 8113, even # 2 to 7836, M-20 1 to 2146  
B-248901 (KS-40305-1)/G136-0193738  
Water Temp. Gage M-8 above odd # 8113, even # 7836, M-20 above 2146.  
B-208797 (SW-442168) (AC-1511527)/G104-1593657
8. Oil Gage (120 pds.) M-8 odd # above 9005, also odd # above 10,987,; M-20 above 31  
B-210455/G198-6210455  
Oil Gage (50 pds.) M-8 above odd # 8113, even # 7836,; M-20 above 2146  
G B-249030 (KS-40730)/5300-40730  
Oil Gage (80 pds.) M-8 odd # 1 to 8113, even # 2 to 7836.
9. Fuel Gage M-8 even # above 7836, odd # above 8113, all M-20 above 2146.  
B-209888 (AE-1516747)/M003-6209-888  
Fuel Gage M-8 even # 1 to 7836, odd # 1 to 8113; all M-20 1 to 2146.
10. Panel, Instrument Used on first 3,500 units.  
D-67380/G136-0333940  
Panel, Instrument D-67520/ This replaced the above panel.
11. Switch, B.O. Drive Lights M-8 even # below 7836, odd # below 8113; all M-20 below  
B-257738/G103-1793711 2146  
Switch, B.O. Drive Lights M-8
12. Switch, Headlight & B.O. M-8 below even # 7836, odd # below 8113,; all M-20 below  
B-183176 (HC-7160)/G103-0502110 2146  
Switch, Headlight & B.O. M-8 even # above 7836, odd # 8113; all M-20 above 2146  
C-144824 (DM-6218)/G136-0393788
13. Radio Terminal Box First 1000 units  
B-248919/G136-0124532  
Radio Terminal Box After 1000 units  
C-100443/H004-0500-332
14. Horn Assembly C-101041-B
15. Siren Assembly C-74392-A/M001-0111081
16. Siren Switch M-8 above odd # 8113, even # 7836  
A-298391/G193-1793650  
Siren Switch M-8 below 8113, below even # 7836  
A-250491/G136-0393800
17. Bumper Shock Spring B-248864/G136-0227876  
Bumper Shock Spring M-8 above 7876, on M-20 above 2111. Replaces above parts.  
7058818/G136-7058818
18. Clamp, No. 3 Leaf, Front Spring A-283770-A/G136-0137810  
Clamp, No. 3 Leaf, Front Spring M-8 above # even 898, odd # 683, M-20 above 48,  
A-283770-E/G176-7008951

19. Spring, 11 Leaf, Front (Free length 37 $\frac{1}{2}$ " center to center of spring eyes.)  
 D-67331/G134-0389712  
 Spring, 11 Leaf, Front (Free length 30 3/8" center to center of spring eyes.)  
 M-8 even # above 896, odd # above 681, M-20 above 48.  
 D-67450/G136-65675~~xx~~ 450  
 Spring, 13 Leaf, Front (Used on vehicles above 7468, this replaces D-67331).  
 D-67515/G136-6567515  
 201 Spring, Rear M-8 even # below 666, odd # 897; M-20 below 238.  
 D-6745~~xx~~332/G134-0389713  
 Spring, Rear (Used after the first 500 vehicles).  
 D-67451/G136-6567451  
 21. Compass Bracket (Old type) C-100705  
 22. Compass Bracket (New type) 7067897  
 23. Compass (Old Style) Sherrill (Used on even # M-8 abve 1000, odd M-8 above 843.  
 all M-20 above 341  
 C-121174/G104-5621174  
 Compass (New Style) Sherrill  
 C-7067878/G176-7067878

Items Not Listed in Either SNL.

1. Front Stowage Box.
2. Side Storage Box.
3. Mine Racks.
4. Headlight Guards.
5. Shackle Towing Eyes.
6. Turret Parts.
7. First Aid Kit, Armored.
8. Crew Seats.
9. Commanders Table.
10. Side Sponson Doors.
11. M-49 Gun Ring.
12. Oil Can Bracket in engine compartment.
13. Top Storage Box Lids.
14. All misc. equipment items. (Binoculars, flashlights, carbine racks, fire exting. racks, etc. grenade boxes, spare prism boxes.

Last minute: If you have an RT-66, RT-67 or RT-68 with or without an RT-70 or R-110, new, mint condition covers are available:

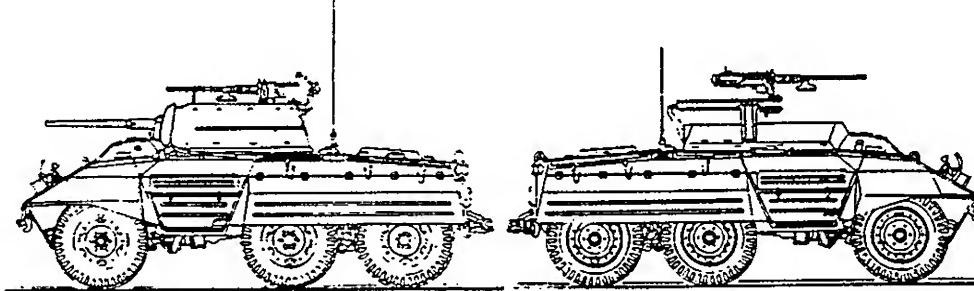
CW/300 covers one of RT-66,67 or 68 and the power supply. \$5 each.

CW/329 covers one of RT-66, 67 or 68, the power supply and one of or both of RT-70 and R-110. This bag is adjustable for either combination. \$7.50 each.

The CW/329 is a useful cover for some WWII radio sets such as SCR-506 or SCR-508 etc.

Brian Asbury, Box 456, Station K, Toronto, Ontario, Canada M4P-2G9

M 8



M 20

EDITOR: Brian C. Asbury

# NEWSLETTER

7th Issue December 1981

Greetings!

Two reasons prompt a pre-New Year's issue of the Newsletter. First, I'll be heading off to the great white north for a while on a job (uranium exploration). Secondly the post office has just announced a rather substantial rate increase. The 30 grams (1 ounce) first class rate will go from 17¢ to 30¢ on January 1.

This 30g weight allows for 5 doubled-sided pages plus the envelope so that is the effective limit of the Newsletter without jumping up to the next rate.

Since the Newsletter is going into it's 3rd year I've been reviewing it's aims and achievements with the hope of improving the interest and service to each of the 34 participants.

The Newsletter should serve to immediate needs of each of us...acting as an information exchange. This requires participation. Perhaps the 2-3 month publication interval seems too long when you're looking for a part or need some information, but by getting it into the Newsletter will likely help several others who will be going through the same problems later.

I feel the Newsletter needs more material that can help those who are actively restoring an M8 or M20. At the present there is plenty of info on stowage items and accessories that can fill an issue but this information will always be of interest even when we eventually all have immaculately restored vehicles.

With a few exceptions, the Newsletter has also been lacking hard-core factual data on the historical aspects of M8's and M20's, including their use during WWII and the post-war period and the details of the production history. At the present an effort is being made to track down a gentleman, apparently living in San Pedro, Ca., who test-drove every M8 and M20 which rolled off the assembly line.

SO... can you help improve the Newsletter. I know that it takes a bit of effort to sit down and organize material for an article but even a few small details can be worked into a short, interesting paragraph of information for the next issue.

The Newsletter will list or display your wants or needs free of charge, space permitting, as long as they are limited to M8 and M20 material.

Happy New Year!

RECENT NEWSLETTER PARTICIPANTS

Jess P. Hackenburg II  
348 Spruce St.,  
Montoursville, Pennsylvania,  
USA 17754  
(717) 368-2230 MVCC 382

Jess purchased his M20 from Paul Chilek. Originally it had been sitting for 10-15 years in the yard of MDA Associates in Rochester, NY. The last government use had been with the 1st Army Military Police, Ft. Meade, Maryland. It is in original condition but missing parts such as drive shafts, instrument panel, throttle master cyl., tool compartment lid, transmission, transfer case shield.

Serial numbers: hull:3144C, USA60113916

Parts wanted: drive shafts w/U-joints, transfer case shield, speedo cable assy, hand brake cable assy, generator, throttle master cyl., hydraulic rebuild kits, protectoscopes, driver and co-driver seat backs, gear shift mechanism, headlights, rear light inserts (12V), tow cable, Right rear tool compartment hinged cover, new front inner R and L fenders, windshields and box, protectoscope box, troop seat bracket and legs, 2 grenade boxes, 1 combat wheel.

Have to trade: driver seat bottom cushions,(various conditions), misc. Herc.  
JXD engine parts

---

Albert N. DeMers  
1602 W. 14th,  
Little Rock, Arkansas,  
USA 72202  
(501) 374-5695 MVCC 3511

Albert's M20 is serial no. 2563 with an engine rebuild having been done in 1956 at Red River Arsenal. It is marked USAF-40K42

Parts Wanted: L+R outer front fenders, L+R rear sand fenders, MG ring and legs, trolley and cradle, front hatch covers, R top hatch cover, air cleaner, brake shoes, fuel filter, L lower engine compartment pan, carb. kit, front hatch center section.

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PARTS FOR SALE: Roy Hamilton, Box 76, Coalinga, Ca. 93210 has for sale the following parts: 2 M17 bino cases, VG used, @9.50, 2 .50cal. MG link bags new but soiled @6.50, 1 set armor signal flags, new, \$6.50, 1 AL-141 armor signal panel with Case CS-150, used, small hole in case, \$20, 1 A-62 Phantom Antenna with mounting assy., NOS, \$8.50, 1 FT-384 Adapter for radio sets SCR 508-528 to work on the radio outside the mount \$10.50, 1 Interphone Box BC 606 remote station box \$6.50, 1 used transmission for M8/M20 \$225.00, 1 set fan defusers for M8/M20 \$30. Prices are FOB Calif. Include enough for shipping. Trades considered.

Steven Thomas, 5801 224th Pl. S.W., Mountlake Terrace, Washington, 98043, has for sale: TM9-1743 orig, \$35, TM11-2702 xerox \$10, TM11-2716 xerox \$10, TM9-743 changes 1,2,3 total 74p. xerox \$10, muffler, new style \$100, Seat belts for M8, B-154723, new in box marked Ford, \$15, Wire harness tubing without sparkplug wire, used \$5, Sealed beam 4" lights, new \$5.

VEHICLES FOR SALE: M20 contact Roy Hamilton for details.

M20 serial 7619F, full ring mount, contact R.A. Moir,  
48 Rugg Rd., Sterling Jct. MA 01565, (617) 422-6352

M20 serial 2471C, contact R.A. Moir

List of Differences in Accessories & Quantities  
Between TM-9-743 and SNL-G-136/176 (Jan. 25, 1944)

Item	TM-9-743 M8 M20	SNL-136 M8 M20
1. Grenades, Hand (TM-9-743) list 6 Frag./6 Offen./6 Smoke WP)	16 10	12 12
2. Core, Tire	3 3	3 5
3. Cap, Tire	3 3	3 5
4. Book, FM-23-50		1
5. Chest, Steel, M-5	-	1
6. Oiler, oval, 3 oz.	-	1
7. Screwdriver, comm. normal duty, 3" blade	-	1
8. Cover, Brush, 37mm	-	1
9. Punch, drive pin, std. 5/32 pt.	-	1
10. Hose Assembly	1 -	
11. Book, FM-23-65	-	- 1
12. Wrench, Combination, .50 cal., M-2	-	- 1
13. Gun, Lubl, pressure, lever type		1 1
14. Handle, speeder, $\frac{1}{2}$ " sq. drive, 17"	1 1	1
15. Axe (TM-9-743 list 4pd./SNL list 5 pd. head)	1 1	1
16. Flares	15 36	36
17. Panel Set	1 1	1
18. Projector M-3 or M-4	1 1	1
19. Interphone	1 1	1
20. Binocular, M-13		1
21. Binocular, M-3	2 2	1 2
22. Net, Camouflage, 45' x 45'		1 1
23. Manual, Hand Grenades	1	

Compiled by Steven Thomas

SILICON BRAKE FLUID

Terry Aitken, curator of the Oregon National Guard Military Museum, has kindly forwarded a copy of TB 43-0002-87 which covers silicon brake fluid and the conversion of a brake system from the older polyglycol brake fluid most of us have been using for years.

The government supplier is Dow-Corning and the silicon brake fluid meets Military Specification MIL-B-46176. Watch for this specification on any product that you buy. The government cost is about \$15.00 per gallon, well below the \$30-\$40 per gallon prices in the antique cars catalogues. Perhaps the price will come down as it's use becomes more widespread.

All government vehicles are scheduled for conversion to BFS (Brake Fluid, Silicon) before June 1982 and there are several pointers given in the TB:

1. Get as much of the old polyglycol fluid out of your system as possible. Even small quantities can defeat the purpose of this brake fluid (water resistance, lubricating characteristics etc.) even though they can be mixed together. The Silicon Brake fluid is a bluish-purple colour while the polyglycol fluid is a light amber colour.

2. Brake shoes contaminated with BFS must be replaced.

3. Do not use any solvents to flush a brake system. Use brake fluid.

4. Remove as much brake fluid from the master cylinder as possible with a clean rag then fill it with BFS. Bleed each of the wheel cylinders until only BFS is in the system, being sure to keep the master cylinder topped up. See Newsletter No. 6 for details for bleeding the hydrovac, which is done before bleeding the wheel cylinders. Standard bleeding procedure is for one person to pump the pedal until firm, hold the pressure and then the second person bleeds until the pedal lowers, stopping before it reaches the floor.

A Comparison of an Early and a Late Model M20

Roy Hamilton

At present I own 3 fairly complete M20's as well as some other butchered "parts" vehicles. Two of the complete M20's are very late production vehicles, one being 7007-C and the other being 7009-C (serial 3722). The 3rd M20, GBK-311-C is a very early production type, apparently numbered with an early type GBK Ford factory number. Sometimes, and especially on very early vehicles this number could end up being the ordnance acceptance number which was followed by -C. Later it seems that the factory number and the ordnance number became separated in sequence. For example the M20 number 3722 stamped on both the glacis plate below the outer hatch latches and also amidships on top of the hull over the radiator louvers. The Ordnance number 7009-C is stamped on the lower left corner of the glacis plate and also stamped to the left of the radiator louvers below the taillight mounting.

There seems to be a direct correlation between the Ordnance numbers and the USA registration numbers: 7007-C has USA60132323

7009-C has USA60132325 (serial 3722)

7010-C has USA60132326 (serial 3759)

GBK-311-C USA60111083

Anyway, the only number on the early GBK M20 is GBK-311-C (on both right and left lower corners of the glacis plate) leading me to believe that this must be vehicle number 311.

The following is a list of some of the difference between GBK-311-C and number 3722, a late model M20:

M20 3722 (late production)	M20 311 (early production)
1. Armored driver's compartment floor from the factory.	Armored floor installed as field modification.
2. Has hand holds or exiting assist handles on either side of codriver's front hatch.	No handles.
3. Has latches to hold front driver and codriver hatches closed.	Does not have latches.
4. Has clips at bottom of front hatch opening for clipping w/s wiper arms when not in use.	Does not have clips.
5. Does not have M4 projector mount	Has M4 flare projector mount on lower left wall behind driver.
6. Has 2 boxes on upper rear wall for rifle launched ground signals, i.e. parachute star or star clusters etc. 7 each.	Has 2 boxes on upper rear wall for 6 hand grenades each.
7. Has sheet metal outer sponson stowage boxes.	Has mine racks on outside of sponsons.
8. Has windshield box mounted on glacis plate and no bullet splash rails.	Has 2 rows of bullet splash rails and no windshield box.
9. Has vacuum windshield wiper line installed at factory.	Has vacuum line installed as field modification.
10. No fire detection system	Has two fire detectors in engine comp. One on left wall just above and to rear of oiler bracket. Other on right wall below regulator(connected to shunt box by conduit. Left one to main junc. box.

- |  |   |
|--|---|
| 11. Has mount above battery for slave jumper cable connector.  | Has no mount for cable connector.   |
| 12. Has dual regulator mount on right engine compartment wall.   | Does not have dual mount.   |
| 13. Has auxillary generator mount on left engine compartment wall.   | Does not have auxillary generator mount.  |
| 14. Has hole in right rear fender for tailpipe to exit. New style exhaust system.  | Tailpipe exits under fender edge. Old style.  |
| 15. Has two-piece footrest for driver's clutch foot on lower left wall in driver's compartment.  | Has one piece foot rest in same spot.   |
| 16. Has 6 threaded lugs around outside rear of radiator louvers.   | Does not have threaded lugs.  |
| 17. Has factory installed guides for tow cable stowage on upper right rear of hull.  | Has field-installed cable guides.   |
| 18. Has horn.  | Has siren.  |
| 19. Has dash with rotary main light switch and rotary light switch for dimming dash lights. Has 60mph speedo with through-the-face reset for odometer. Has 4 gages: fuel, oil pressure, ammeter, water temp. Oil Pressure reads to 120 psi. Has horn and starter buttons, has toggle switch for outlets in rear of dash. Has 3 circuit breaker buttons. Has ignition switch. | Has push-pull type main lighting switch and dash light switch. Has small rotary switch for dimming dash lights. Has brass data plate below main light switch explaining operation of light switch. Has warning light on left below main light switch to indicate fire detected by detection system. Has button below light for undetermined purpose. Has 80mph speedo with flexible shaft odometer reset coming out under the dash. Has 5 gages: voltmeter, oil pressure (80psi), ammeter, and water temp. Has starter and siren buttons. Has 3 circuit breakers. |
| 20. Has 2 boxes, one each side of upper inside wall just to rear of the ring mount support legs. Each box holds 6 hand grenades.   | Has angle iron ledge welded on each side of upper inside wall just to the rear of the ring mount support legs with a footman loop at each end of the ledge. This is to hold one cal..30 ammo can on each side which contained flares for the M4 flare projector.  |

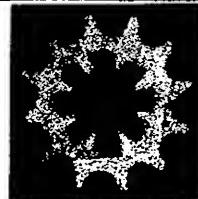
I'm sure that there are many more differences such as Autolite and Ford generator etc. etc. There are many questions that need answering about M20 and M8 production but it seems that most information has been destroyed. If anyone else has any information on the M8 or M20 production, please share it with the rest of us.

---

FOR SALE: 5/16" Star Washers with profile as shown:  
\$5.00 per hundred postpaid. Money orders preferred. US\$.

Cadmium plated. Very much-used in your restoration.

B. Asbury, Box 456, Station K, Toronto, Ontario, Canada M4P 2G9



**PARTS WANTED**

Military Vehicle and Equipment Want List  
(As of 1 Oct. 1961)

Steven K. Thomas  
2001 224th Pl. S.W.  
Bilk. Terr., Wn. 98043  
(206) 771-6913

Page 3

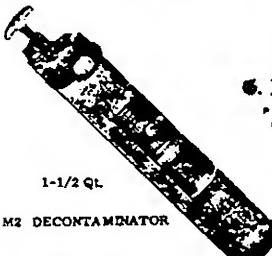
M-20 Armored Car		Misc. Military Equipment Wanted (Must all be W.W. II)	
1. Gas Tank	Steven M. Thomas	1. Radios and Accessories	BO-652 2
2. Front Drive Line to front wheels	5801 224th Pl. S.W.	1. Receiver (SCR-306)	CH-74 1
3. Protectoscopes, Prism	Mrk. Terr., Wn. 98043	2. Cabinet	CH-253 1
4. Protectoscope Pads	(206) 771-6913	3. Chest	CH-263 1
5. Maflier, Old Style		4. Chest	
6. Exhaust Pipe, Old Style		5. <del>Chest</del>	
7. Hydrovac or Hydrovac Repair Kit		6. Cover for Antenna base	BO-67 2
8. Fenders, Front		7. Cover for Loudspeaker L-3	CA-41/U 1
9. Battery Clamp		8. Frame	PA-43 2
10. Master Switch Box, complete		9. Frame	PA-55 2
11. Compass Mount, Old Style		10. Headset	IS-18 1
12. Primer Pump Knob		11. Headset	IS-23 1
13. Siren		12. Mast Base Bracket	NP-32 1
14. Switch, Siren Old Style (Missing the rubber part)		13. Mast Base Bracket	PT-224 2
15. Switch, Starter Old Style (Missing the rubber part)		14. Mounting	CA-40 1
16. Gauge, Oil 0 - 80 pds.		15. Guy Set	WC-562 1
17. Sponson Doors, both left and right, (inside)		16. Cable	CH-564 1
18. Seat Backst both drivers and assist. drivers		17. Chest	CO-212 21
19. Engine Deck Lid Handle		18. Cordage	CO-218 23
20. Transfer Case, complete		19. Cordage	CO-217 1
21. Guide, Lubrication, War Dept. No. LO-9-7414 or LO-9-743		20. Cover	CH-110/U 3
22.		21. Cover for Microphone T-17	EC-296 1
23.		22. Interphone Expansion Kit	PT-226 1
		23. Mounting	PT-97 1
		24. Mounting	PT-508 1
		25. Mounting	IS-150 1
		26. Alignment Tool	IS-207 1
		27. Alignment Tool	PA-419 1
		28. Bracket	PA-420 1
		29. Bracket	PA-438 1
		30. Frame	W-367 6
		31. Microphone Cover	PT-317 1
		32. Mounting	PT-485 1
		33. Mounting	PT-449 1
		34. Mounting	AK-26 1
		35. Antenna, Auxil.	CO-314 1
		36. Cord	
		37. Insulator	IN-36 2
		38. Insulator	IN-98 3
		39. Insulator	IN-121 5
		40. Wire	W-346 25
		41. Wire	W-128 30
		42. Cable or	CO-252 10
		43. Cable	WC-562 10
		44. Connector No. 61007 and Bondmat HL-90	EC-605 6
		45. Interphone Amplifier	TM-210 1
		46. Terminal Box Antenna	TM-311 1
		47. Terminal Box Antenna	VB-13 1
		48. Vibrator, 12 volts	AB-39 2
		49. Antenna, Auxil.	OB-58 1
		50. Generator and all parts, bag	

**WANTED**

SMOKE POTS M1 or M2

BY  
6. M. "Keg" Hamilton  
P.O. BOX 76 • 201 VALLEY ST  
COALINGA, CA 93210

209-935-0587

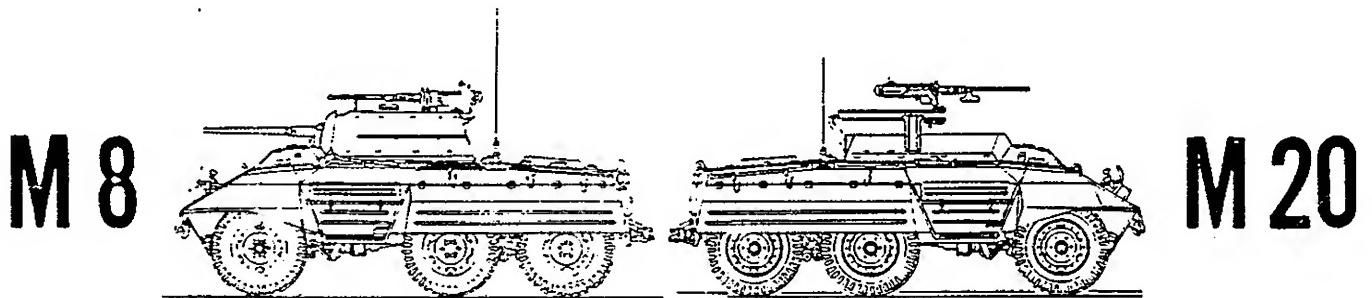


M2 DECONTAMINATOR

PRACTICE RIFLE GRENADE  
M11A1ANTI-TANK MINE M1 HE  
Practice or InsertWW II ANGLE HEAD FLASHLIGHT  
For display need not be working

24 UNIT MOTOR VEHICLE FIRST AID KIT

2.36 in. SHIPPING TUBE  
FOR ANTI-TANK ROCKET  
(CONTAINER M87)



EDITOR: Brian C. Asbury

# NEWSLETTER

8th Issue April 1982

Greetings again!

By the way, have most of you died? It's just that I haven't heard from most of you for quite a while, if ever, and the Newsletter material is getting hard to come by. Hint! Hint!

Anyway in the last issue I lamented the new (higher) postal rates in Canada that surged us ahead of world levels after enjoying bargain rates for the last few years. The same thing has happened to gasoline. The hoards of Americans that used to fill up across our border now stay home for cheaper gas. Our price, a blend of cheap domestic production and expensive imported petroleum, combined with a federal pricing increase scheme gave us cheaper gas for a few years but relatively expensive gas since falling competitive world prices have occurred.

Now if only we can do something about our "bargain" 80¢ dollar!

© The Sunday Sun, December 3, 1981

On a more personal note let me tell you about my run-in with the city. It all started when a former slum-landlord-type fixed up a house on my street and moved in. I live in central Toronto where all the trendies seem to want to live. His neighbour, an old lady rented me a parking spot in her large driveway to store my M20, but after spending thousands on his house he couldn't afford curtains and had to look at my M20 through his dining-room window.

So! Call the building inspector who leans on the old lady (paint your house, cut the dead tree down, fix the eaves-troughs etc. OR move that thing).

But! Our street allows 24-hour parking for residents with a nominally-priced parking permit. So instead of an obscure rear parking location I got a permit and parked in front of the guy's house depriving him

**There's no parking like it**

**THAT WAS AS EASY AS APC**

Where does the driver of this armored personnel carrier park when he takes a spin? As they say in the army, east of Yonge St.

of the closest space for his Caddy which won't fit in his mutual driveway.

All according to plan, except....suddenly several of my friends called me about "the photo". Sure enough the local daily tabloid newspaper had published a photo and a street location of this unusual sight. All sorts of "tourists" and kooks started driving by.....

Not the least of whom was the City of Toronto Commisioner who advised me "that a recent investigation reveals that vehicle licence number HVF 471 is being stored near 35 Hillside Avenue East." Storage is not allowed under the provisions of the parking permit.

As a result I moved my M20 to a friend's industrial unit outside the city and nothing was lost except the convenience of having my M20 stored nearby.

*K. Miller*

## DUMMIES

B.C.A.

As part of the art of deception during World War II, dummy aircraft, landing-craft, trucks, tanks, hangars, anti-tank guns, and even soldiers were constructed by both the British and the Americans. In a recent book by Charles Cruickshank, Deception in World War II, contains a photograph of an American inflatable dummy armored car modelled after the M8. Dummies such as these were considered effective if indistinguishable from the real thing at 350 yards by naked eye.



American inflatable dummy armoured car. This model, which was 15 feet long, was inflated on its side and only then turned upright.

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## New Member

Chris Rehberg  
Kent Hollow Farms,  
Kent, Connecticut,  
USA 06757

(203) 355-2398

Chris has an M20 serial 682C that formerly was owned by Joseph Hathaway, and is now being restored.

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## What in the F is going on..??

Roy Hamilton notes that one should be careful not to confuse the Ford F, with the Firestone F. For instance the ring mount and gastank are marked with the Firestone F.

## HAND GRENADES

TM9-743 describes 3 types of hand grenades and 1 type of rifle grenade as part of the ammunition allotment for M8 and M20 armored cars:

### Grenade, hand, fragmentation, Mk.II

The body of this grenade is made of cast iron and is about the size of a large lemon. The outside surface is deeply serrated horizontally and vertically to assist in forming uniform fragments when the grenade explodes. The bursting charge is 0.74 ounce of EC blank fire powder and the grenade is fuzed with the M10 igniting fuze. This grenade should never be thrown unless cover is at hand behind which the operator and friendly troops may secure shelter. Fragments may fly over 200 yds. An older type of this grenade was grenade, hand, fragmentation, HE, Mk.II, unfuzed (adapted for hand grenade detonating fuze M5). It was shipped with a TNT filler but unfuzed, accompanied by the hand grenade detonating fuze M5.

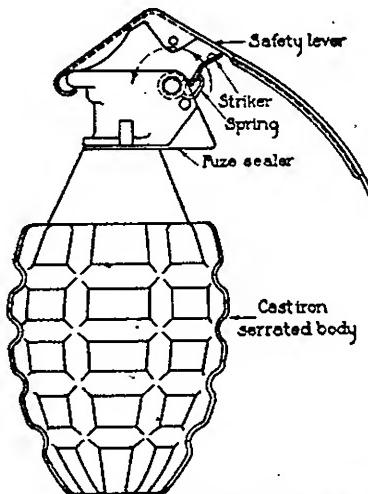


FIGURE 1.—Fragmentation hand grenade MK. II.

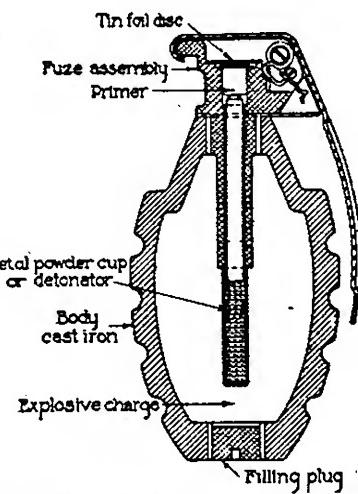


FIGURE 2.—Fragmentation hand grenade MK. II.

463521°—42—2      5

### An Early Description

Type	Fuze	Wt. as used (ounces)	Filler	Body	Range (yds.)	Radius of burst	Painting and marking	Use	Delay time
Grenade, hand, fragmentation, Mk. II.	Igniting, M10A1.	20	EC blank fire powder.	Cast iron, serrated.	50	30 yards.....	Yellow.....	Casualty...	5 seconds.
Grenade, hand, fragmentation, HE, Mk. II. <sup>12</sup>	Detonating, M5.	20	TNT.....	Cast iron, serrated.	50	30 yards.....	Yellow.....	Casualty...	5 seconds.

### A Later Description

Type	Fuze	Wt. as used (oz.)	Filler	Body	Range (yds.)	Radius of burst	Painting and marking	Use	Delay time
Grenade, hand, fragmentation MK. II.	Igniting M10A2, or M10 A3.	20	EC blank fire powder.	Cast iron, serrated.	50	30 yards.....	OD w/narrow yellow band.	Casualty....	4½ seconds, or 4 seconds.
Grenade, hand, practice, Mk. II.	Igniting, M10A1.	.20	Reduced charge black powder.	Cast iron, serrated.	50	Does not burst blows out cork plug.	Blue .....	Practice....	4½ seconds.

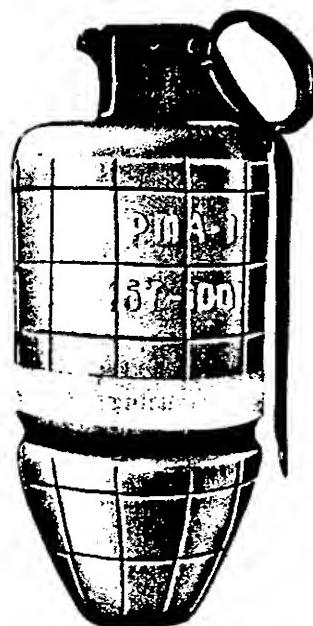
Grenade, hand, offensive, Mk.IIIA1

Grenade, hand, offensive, Mk. IIIA1.	Detonating M6A2.	11	TNT.....	Paper.....	50 .....	Yellow, type model and lot in black.	Demolition.	5 seconds.
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OFFENSIVE

Grenade, hand, smoke, WP, M15



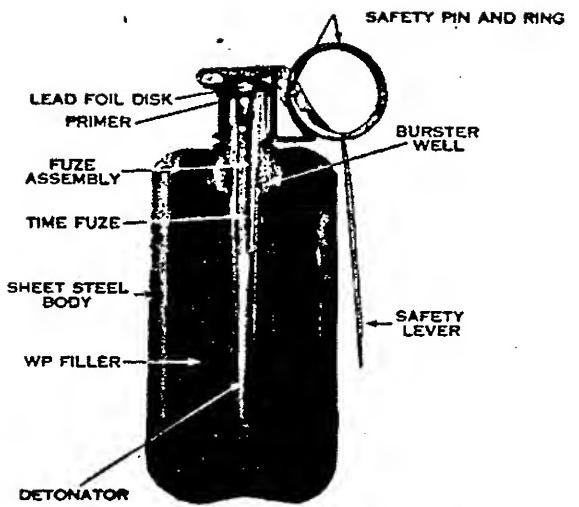
①  
M34, WP SMOKE HAND GRENADE (OLD COLOR AND MARKINGS).



②  
M34, WP SMOKE HAND GRENADE (STANDARD COLOR AND MARKINGS).

Grenade, hand, smoke, WP, M15.	Detonating M6A2.	38	WP .....	Tinplate, cylindrical.	50	25 yards.	Blue gray. "WP SMOKE" and 1 band (all in yellow).	Screening casualty harassing.	4½ seconds.
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### Grenade, hand, smoke, WP, M15



Notes: TM9-743 describes the smoke grenades as having the WP filler however a model number is not given. Perhaps someone has further details about the differences between the M15 and M34 model hand smoke grenades as well as the colours referred to in the M34 photographs.

Also I find the inventory description in TM9-743. The grenade total for the M20 is given as 10 and as 16 for the M8, but the breakdown by type is 6 fragmentation and 6 WP smoke for the M8 and M20 and 6 offensive type for the M8 only. Any comments?

### Grenade, AT, M9A1

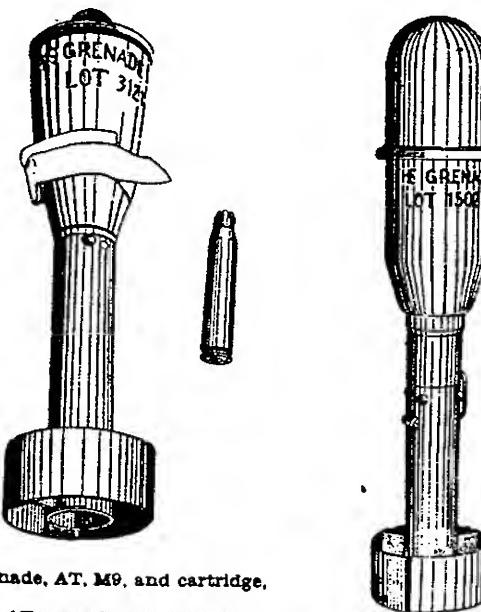
The M9A1 has a sheet metal body and weighs 1.31 pounds. It is more sensitive than the M9 and may detonate upon impact with soft earth. However, for certainty of detonation, it should strike the target head-on.

The M9 weighs 1.5 pounds.

Both of these anti-tank grenades are designed to be fired from M1903 .30 caliber rifle with aid of a launcher which is attached to the muzzle of the rifle. A special cartridge, AT grenade, caliber .30, M3, which is issued with the grenade must be used.

These grenades are painted yellow with black identification markings giving the model and lot numbers.

Practice grenades M11 and M11A1 are painted black with white numbers.



Grenade, AT, M9, and cartridge,

AT grenade, cal. .30, M3.

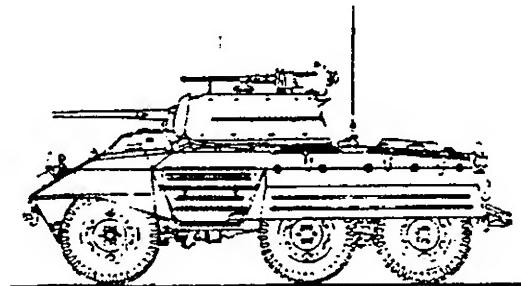
Grenade, AT, M9A1.



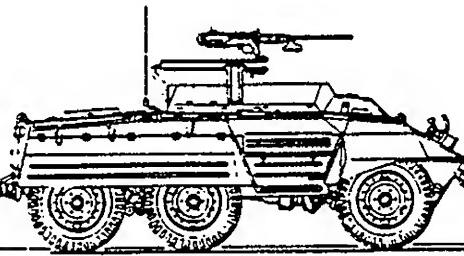
FIGURE 14.—Launcher, grenade, M1, attached to muzzle of rifle by clamp and wing nut.

...Thanks to Roy Hamilton for forwarding all the data on grenades.

M 8



M 20



Editor: Brian C. Asbury

# NEWSLETTER

9th Issue August 1982

This a rather delayed issue of the Newsletter as I was working in northern Saskatchewan for the entire summer except for a short break to attend the MVCC convention in Kansas City which turned out to have been the best national convention so far in my opinion.

As usual a large number of M8/M20 owners were present. It was often difficult to keep track of the events of those hectic few days but to the best of my memory I saw Bill Campion, Wayne Hlavin, Al DeMers, Darryl Davis, Joe Hathaway, Ed Pfister, Earl Colton, Roy Hamilton, Fred Ropkey, Steve Thomas, Dave MacGillivray, Ross Moir, Mike Herbertson, Dave Uhrig, John Vetter, John Anderson, Joe Drennon and Bob Zubeck all of whom own (or still do I think) one or more M8's or M20's. At one point a group photo was arranged for those who could be rounded up on short notice. If you were there with your camera and a self-timer could you send me a copy of the group photo for the Newsletter?

Lots of good items changed hands and the local surplus dealer, Mid-West (formerly American Auto Parts) opened their yards and warehouses to us. Some good M8 and M20 parts were found so if you were one of the lucky ones why not send a list of your extras for the benefit of those who were unable to get to K.C. this year.

Unfortunately nobody brought an armored car to the convention.

Al Demers showed us samples of the ring mount legs that he manufactured. If you need a set it would be wise to contact him.

In the mail bag arrived a comment from John Anderson which likely typifies the frustration many of us have had in getting definitive details on the M20's and M8's :

"I've been digging through the parts book comparing serial number breaks of various details vs. my M20. I find that I have the 'old' primer installation (for serial 2505 and below) which is correct, but the new fuel and vacuum pump on my rebuilt engine. My M20 is 2445. As far as the instrument panel, the serial number break between the old and new one is 2146 as per the parts book. (Unfortunately) my instrument panel is neither, but rather like the one on page 18 of TM9-743 which differs from the old one in having the starter button on the left side and has a voltmeter. My panel is like that of TM9-743 except I have metal nameplates for the starter and siren below each button (rather than on the button assembly itself) as the old one does."

"I'm not saying that the serial number break in the parts book is wrong; I'm just saying it has a detail perfectionist like me frustrated as to which is correct. Even if my panel was put in at rebuild time, it surely was the correct one once!"

## New Aquisitions

Darryl Davis is the proud new owner of an M8 formerly owned by Harry O'Connell. Currently being restored, this vehicle has hull number 1468, has a siren, mine racks, sand fenders, a 2-speed turret, new-style dash, a dial-face reset 60 mph speedometer, additional driver's floor armor, new style muffler system, Autolite generator and the complete bullet slash shields. There was no windshield box. A hull-mounted auxilliary generator had been removed. Cast in the turret are the numbers LOA789 65498-1.

At one time this vehicle had been owned by the Texas Rangers.

## More From Half-Mast

Dear Half-Mast,

Connie Rod had an item in March calling attention to an error in the early M8 TM's. These TM's said that the free travel of the clutch-release lever should be  $\frac{1}{4}$ " before the release fork touches the release bearing. Connie says the correct figure should be  $\frac{3}{8}$ ". Okay and here's something else to add that has a direct bearing on clutch life: The driver's left foot rest in the M8 is located about  $\frac{1}{2}$ " ahead of the clutch pedal when the pedal is at its fully engaged position. Because of the cramped space in the compartment the driver's foot often rests on the clutch pedal as well as the foot rest. With this condition existing, bumps in the road or muscular fatigue may cause the driver's foot to depress the pedal.

D.R. Merrill  
Civilian Automotive Advisor

.....  
Dear Mr. Merrill,

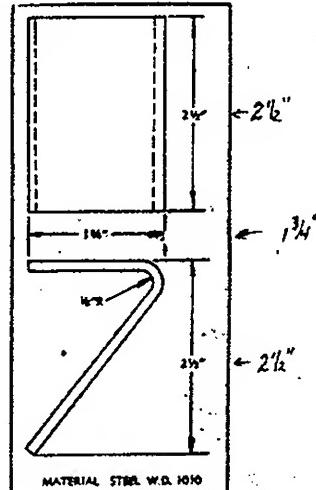
The only way to keep the drivers from riding the clutch in the M8 is to cut off their legs up to the armpits-- it's really cramped in there. To beat the condition in question, the manufacturer has installed another foot rest in the M8 (see Fig.3). If they were my vehicles, I would do likewise on every M8 in the field -- otherwise, clutch wear is gonna be a real headache

signed,  
Half-Mast

.....

**Editor's Note:** If this was a manufacturer's production line change can we determine when it took place? Check your vehicle. It is possible that this change was done in the field or as part of rebuild procedures, resulting in 3 variations: 1. vehicles with the factory-installed additional foot rest, 2. vehicles with a field-added additional foot rest and 3. vehicles that never had the additional foot rest and escaped modification.

Fig. 3—This additional foot rest will keep the M8 and M20 driver from riding the clutch. Locate and weld it behind the foot rest already in the driver's compartment, so that the ball of the driver's foot rests on the original foot rest and his heel on this new one.



A Picture is Worth a Thousand Words

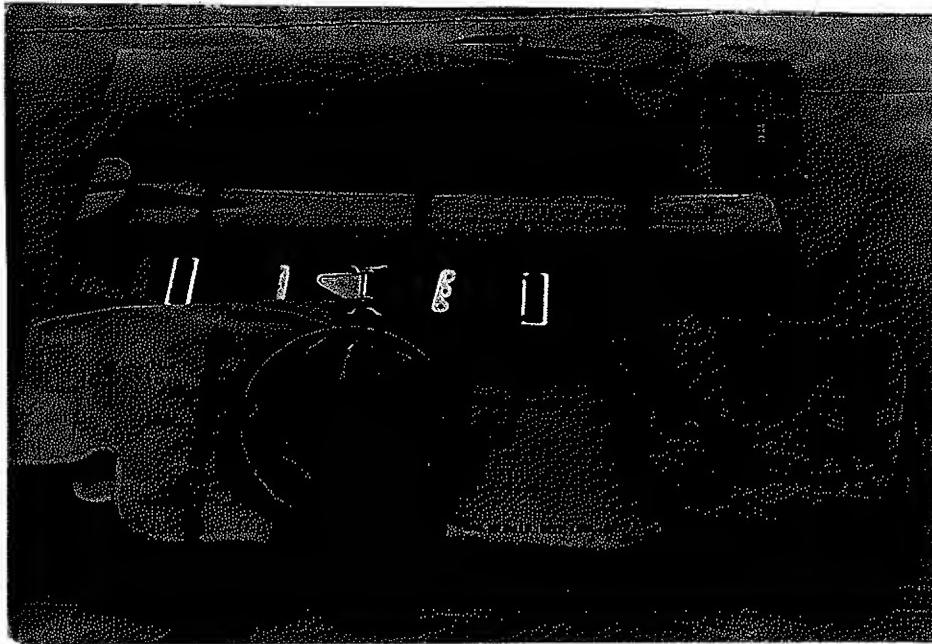
Many accessories are just a part number or an item in a list until you actually see one as an example. How many times did you see a gizmo in the surplus store and later (after the place burned down or sold out) find out that it was a rare stowage item for your vehicle?

Well Roy Hamilton has taken the time to photograph some of his fine collection of M8/M20 accessories.



Left to right starting at top row:

- 24 unit motor vehicle first aid kits
- M1941 gasoline cooking stove w/carrying case
- M1910 1 quart canteen w/cup
- 2.36" A.T. rocket w/container, M87
- M9A1 rifle grenade
- MkII fragmentation grenade
- chemical smoke grenade
- M1938 wire cutters w/pouch
- ground signal, parachute star w/shipping tube M104
- M17 binocular case
- cal..50 spares pouch
- individual protective cover for gas
- asbestos mitten for changing cal..50 MG barrel
- protective face mask for use with rocket launcher (in box)
- case CS-90 with signal flags (armor)
- TL-122-A angle-head flashlight



- case CS-150 w/panel AL-141
- bag BG-56-A w/antenna sections
- driver safety belt
- gun cover for cal..50 BMG
- canvas water bucket
- bag, metallic link for cal..50 BMG
- M1938 mussette bag



- rocket launcher M1A1, 2.36"
- fire extinguisher, 4 lb., CO<sub>2</sub>
- blanket roll
- spare barrel cal..50, w/handle

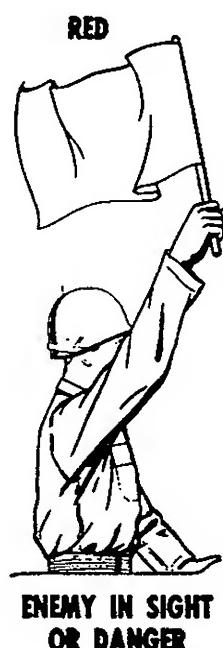
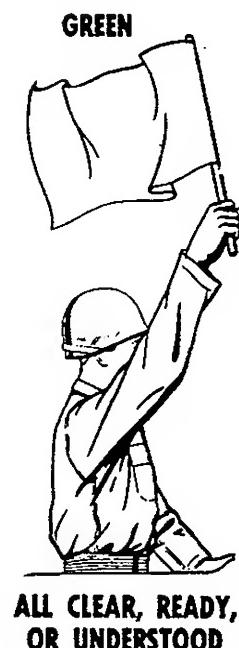
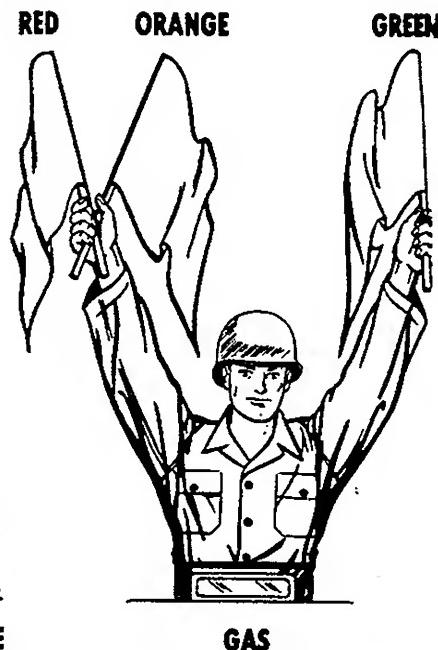
Use of Flag Set M238

... B.C.A.

This flag set consists of a red (Mc-273) flag, an orange (Mc-274) flag and a green (Mc-275) flag, each mounted on a staff (Mc-270) and stored in case Cs-90. It is a standard stowage item for the M8 or M20 and other armored vehicles.

Visual signals can be given with arms and hands, lights or flags. An illustration of basic flag signals is shown on the next page (taken from TM21-306) but additional signals are shown in FM21-60

## FLAG SIGNALS



Archive Photo -details not available.



FOR SALE OR TRADE - machine gun ring for M20. WANT - rear sand fenders for M20.  
Denis Payeur, 1222 Montgomery, St. Hubert, Québec, J4T 1J1.

**FINALLY AVAILABLE! - Instrument Panel Rubber Mounts -**

Instrument panel rubber mounts are still a current item of the Lord Mfg. Co. The 4 hole mount (2 needed) Lord part number 150P-10 and the 2 hole mount (2 needed) Lord part number 150PD-10 are still available for \$3.80 each in quantities of 1-24 from:

LORCO Supply,  
P.O. Box 10039,  
1635 W. 12th Street,  
Erie, Pennsylvania 16514-0039

Toll free 800-458-0456

The clencher is that a \$50.00 minimum order for each part number is required! Your alternative is to order them @ \$4.25 each postpaid from a fool that already ordered them. He is:

John F. Anderson,  
RR 2, Box 253,  
Cuba City, Wisconsin 53807

DATA PLATE SCREWS - brass threaded-shank round-headed screws for fastening data plates and rebuild plates. Pre-drill a slightly undersized hole into item where plate is to mount and tap screw into place with a small hammer. As illustrated. \$2 for 15 screws POSTPAID. B.C. Asbury, Box 456, Station K, Toronto, Ontario, Canada M4P 2G9.

HEAD -  $\frac{3}{16}$ " DIAMETER  
SHANK -  $\frac{3}{32}$ " DIAMETER

WANTS AN M20 !

Paul Williams -wants an unrestored M20. No further details at the  
Box 73, present time.  
Flaxville, Montana 59222

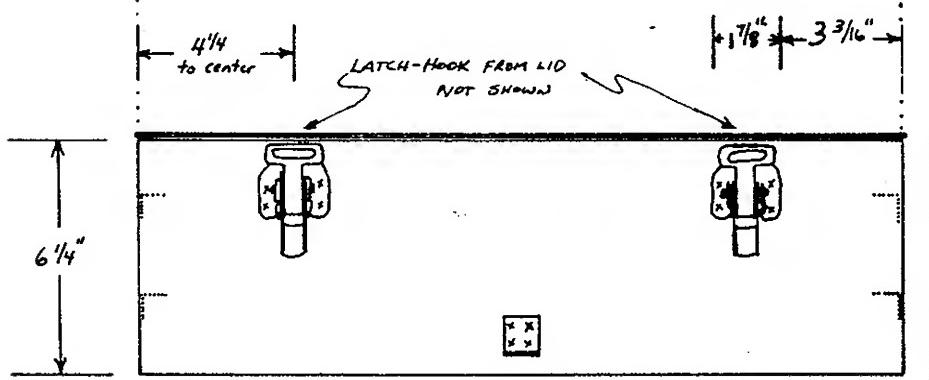
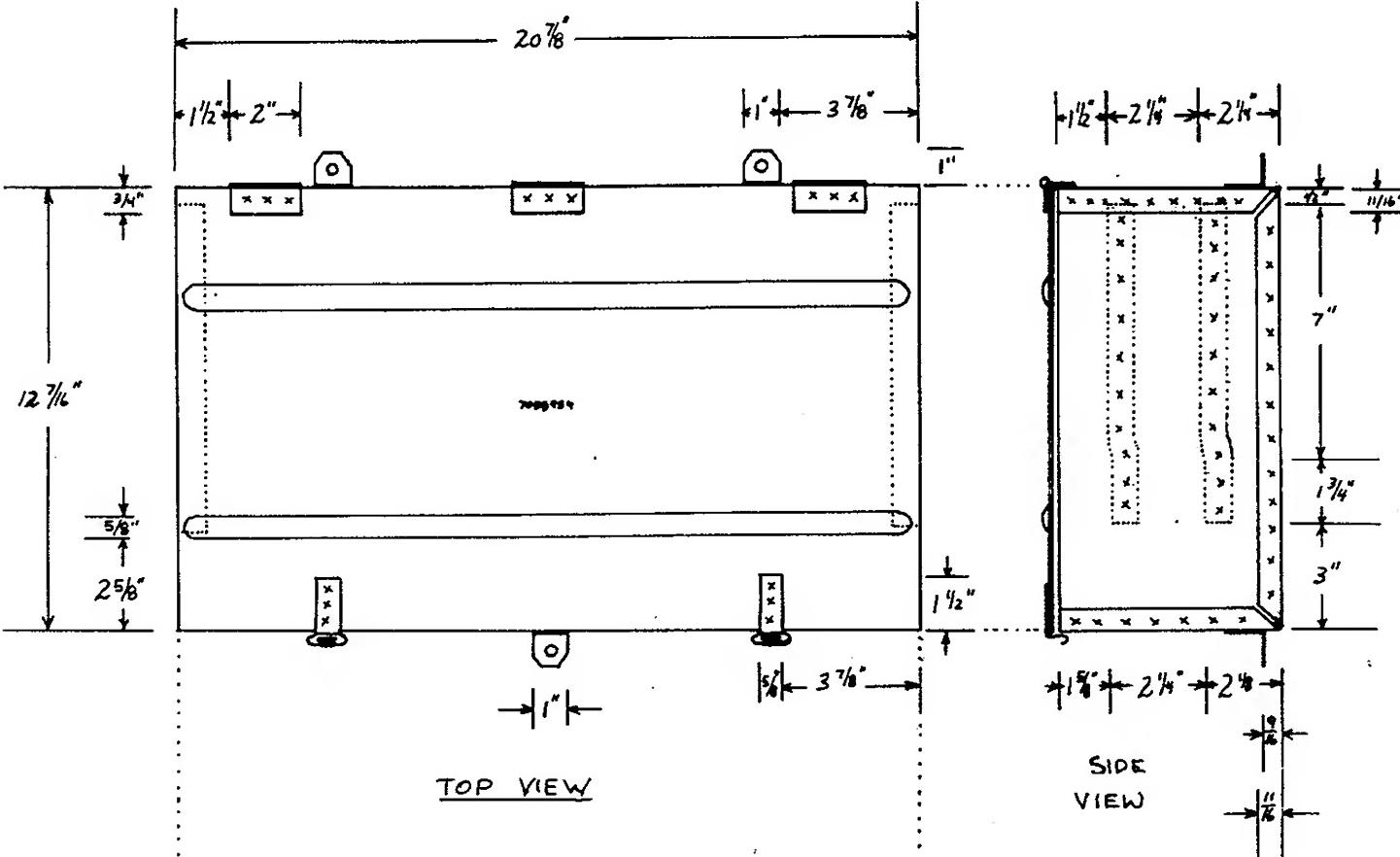
## **WINDSHIELD STOWAGE BOX**

.....B.C.A.

One of the by-products of a pleasant visit with Roy Hamilton after the 1981 MVCC Convention in San Pedro was the opportunity to measure up Roy's windshield stowage box for a pattern to make my own. Well I've only gotten as far as drafting up the dimensions. It is a very easy box to make - all flat sheet steel with simple bends, a total of four main pieces, 2 ends, a lid and a single piece making the back, front and bottom. The only tricky parts are putting two raised ribs on the lid and finding some suitable latches. There are 2 inner angle supports on either side (with a slight bend along their lengths) that hold the windshields. They have a felt strip on them.

It would be ideal to have an original box at hand when making yours. If your M8 or M20 was supposed to be equipped with a box there will be 3 threaded mounts on the front armor of your vehicle to which the box is bolted.

WINDSHIELD STOWAGE BOX  
M8 AND M20 ARMORED CARS



LID THICKNESS - 0.109"

END THICKNESS - 0.105"

FRONT/BACK/BOTTOM THICKNESS - 0.102"

HEIGHT OF RBS ON LID -  $3\frac{1}{16}$ "

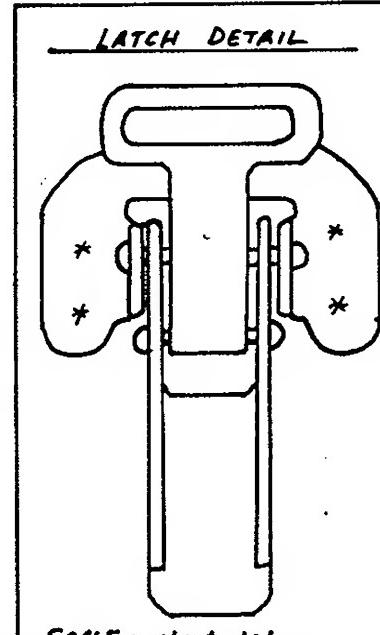
PART NUMBER :  $1\frac{1}{4}$ " HIGH,  $1\frac{5}{8}$ " LONG, "7058954"

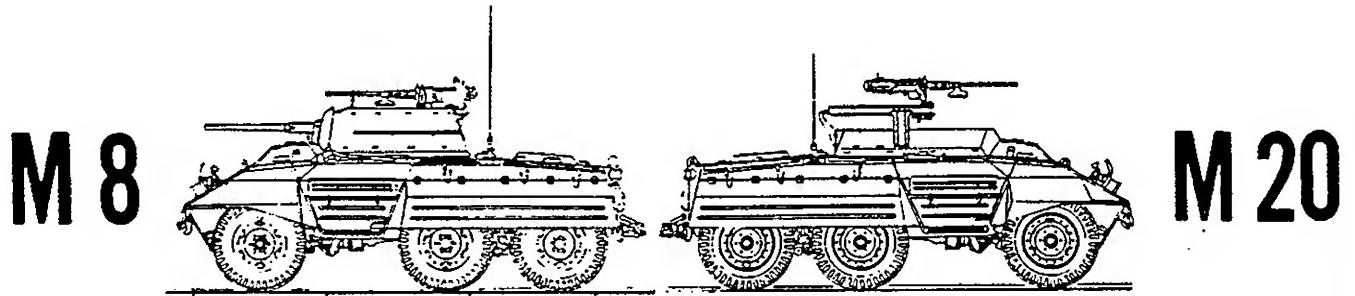
DASHED LINES ..... : INNER SHELVES

SPOT WELDS : x x x

SCALE: 1:20      0 1 2 3  
INCHES

DRAFTED: B.C.A.  
AUG.'82





EDITOR: Brian C. Asbury

# NEWSLETTER

10th Issue February 1983

This issue is primarily devoted to summarizing the data that has accumulated over the last three years for each of your vehicles. As you can see from the charts, there are a large number of small details that distinguish various M8 and M20 vehicles as production changes were made. Needless to say there are many more details to be discovered and noted for future data sheets.

Please do your best to contribute to this data bank by filling out the form enclosed with this Newsletter.

Also it is obvious that some Newsletter readers have been more thorough than others. With 37 owners now receiving the Newsletter I can't follow up every owner with personal correspondance. Many of you I know personnally and regularly talk to or write or visit however there are a few of you I have never heard from since the 1st Issue. Are you still alive? Should I continue to send a Newsletter? Do you still own an M8 or M20? etc.

I think we have the only successful specific-vehicle newsletter and there is no doubt that armored vehicle owners have a high degree of participation in the military vehicle hobby. So keep me supplied with trivia, articles and correspondance in order to make it worth continuing the Newsletter. All new owners receive the complete set of issues and find them invaluable for general information, parts sources and as a means of getting to know their fellow collectors.

In the way of gossip -- It's been a pretty active time for military vehicle collecting. Although the economy is slow for most of us, the recent availability of such items as Stuart tanks, Sextants, Ferrets and so on from Southeastern Equipment as well as the vehicles that collectors are selling to get the money/time/room for these other exotic items has created lots of collector activity.

During my visit to Southeastern in Georgia and to Mil-Quip in Quebec where some of the Ferrets are stored, I kept running into other collectors - for some reason they all were M8 or M20 owners.

In general I believe, that while a large number of previously unavailable big-ticket vehicles are now available, there will always be a special place for the M8 and M20 A/C's for 4 reasons: 1) They are the only successful WWII American wheeled armour and so attract a large collector group, 2) they are WHEELED, a great advantage for the collector as compared to tracked armour, 3)they are a Ford product, a traditionally strong collector group in antique automobiles, and finally 4) there has not been large quantity surplus availability of the M8 or M20 such as for the Stuart or Sextant vehicles.

PLANS FOR NEXT ISSUE: Deadline March 30, 1982 for material.

Topic: Primarily devoted to free ad for your excess parts, for sale or trade as well as your want list.

So list all your stuff for sale or trade, even if the items seem insignificant, since new and old owners refer to the Newsletter for the parts they need, if not now then at sometime in the future.

PRODUCTION DATA

This interesting table appeared in a recent issue of Army Motors. Note that Ford claims a production of 12,564 "armored cars". While an M8 is indicated in the profile picture and the 12,564 figure that is quoted is the generally published figure for total M8 production, there is therefore no reference to M20 production.

Were the M20's over-looked? Was all M8 and M20 production ceased as of September 1, 1945?

Also refer to Questions and Answers in Issue 2 for more discussion of production figures.

**FORD PRODUCTION FOR WORLD WAR II AS OF SEPTEMBER 1, 1945**

	8,685 B-24 "LIBERATOR" BOMBERS		87,396 GENERATORS		1,202 ANTI-AIRCRAFT DIRECTORS
	57,851 PRATT & WHITNEY AIRCRAFT ENGINES		4,203 GLIDERS		1,690 M-4 TANKS
	2,411 JET BOMB ENGINES		12,564 ARMORED CARS		1,038 M-10 TANK DESTROYERS
	25,973 TANK ENGINES		13,893 UNIVERSAL CARRIERS		7,053 BOMB SERVICE TRUCKS
	277,196 JEEPS		52,281 SUPERCHARGERS		2,218 6,001 CARGO TRUCKS (NAVY) (ORDNANCE)
	12,778 AMPHIBIANS		5,360 RATE-OF-CLIMB INDICATORS		9,498 SHADE TENTS
	77,604 GOT MILITARY TRUCKS		4,329 MAGNESIUM (IN TONS)		3,025 MOTOR TUGS
	17,008 JETTISON GAS TANKS		17,670 17,633 FORD ENGINES FORD AXLES	AS WELL AS LOG-LEADS AND DEFENSE MATERIALS TOTALING \$75,000,000	

FOR SALE: Transfer Case, take-out, \$450

Front Fenders, inner and outer, left and right, 4 pcs., \$350

Contact: Roy Hamilton, Box 76, Coalinga, California 93210, (209) 935-0587

## COMPASSES

.....John F. Anderson

The SNL G-136 ORD 9 dated 1 Aug. '45 list and "old" and "new" type of compasses for the M8/M20 but gives no serial break for the change of model in the production of the M8/M20. Confusion exists as to how the "new" type mounts in the vehicle. I offer the following observations:

The C121174 compass mounts in the "old" type bracket. This compass (the Sherrill AEG or AEG-1) can be referred to as the "old" type compass. The AEG and AEG-1 are similar in outward appearance and mounting provisions, differing chiefly in the compensators under the top front cover. The AEG-1 has a simplified compensator system. The "old" type AEG and AEG-1 compasses mount rigidly into a modified U-shaped brass bracket which rubber mounts into the "old" type brass bracket. (see ORD 9)

The "new" type compass Ord.No. 7067878 was also made by Sherrill and is called the M6. It rigidly mounts into the "new" type brass U-shaped bracket (a different, simpler bracket than the "old" cast brass U-bracket).

Here is where some confusion exist: The "old" type mount bolts directly onto 4 right-angled clips welded ahead of the co-driver. The "new" type compass (M6) and U-bolt will not bolt into the "old" type bracket due to different hole spacing. Further, Roy Hamilton's M20's (serials 3722 and 3759, i.e. very late production) have the 4 angle clips welded in for the "old" style bracket. It may be that the "new" type bracket was planned for the M8/M20 but production ceased before hulls were made to accomodate the "new" type bracket.

Finally there's the M8 turret compass, B243760, Hull Manufacturing Company model 36 which was not used after M8 serial 6552. Any comments on this compass or a description of it?

Editor's comment: From my photographs of my M20, serial 2570, there appear to be 2 welded nuts on the inner hull in addition to the 4 angle clips for the "old" style mount. These may be for mounting the "new" style compass and U-bracket. I'll check the detail next time I'm at the vehicle.

Also if you have tried to sit in the co-driver's seat when the "old" style compass and bracket are mounted you'll appreciate the need for the much smaller "new" style M6 compass.

## DATA SHEETS

The following pages summarize vehicle data that is presently on file. You can see all the gaps: please try upgrade the info on your vehicles.

Comments: Abbreviations - N/A not applicable or not available for description.

N/O not original or representative of original equipment.

Notes: (1) Some vehicles have bullet splash ridges completely across the front hull, some have none at all and some have ridges only under the headlight areas.

(2) In some cases mine racks were cut off and replaced by boxes. If this was the case look for the remnant weld marks and make a note of this feature.

(3) Tow cable guides were sometimes added as a field mod'n

(4) The M4 projector mount is on the lower left wall behind the driver. It looks somewhat like a small fire extinguisher mount.

(5) On the upper inside wall on each side of the command area, and just to the rear of the ring mount legs there is either (a) grenade boxes holding 6 grenades each or (b) an angle iron ledge welded to the wall to support .30 cal. ammo cans for stowing the flares for the M4 projector. The cans are retained by straps through footman loops at either end of the ledge.

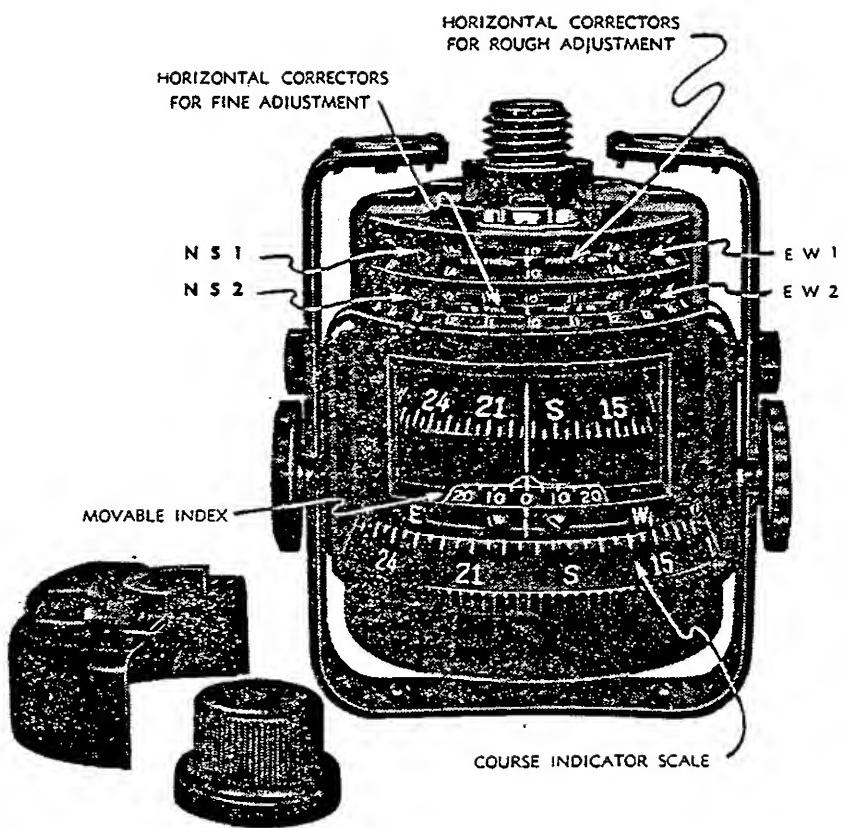


FIGURE II  
MODEL AEG

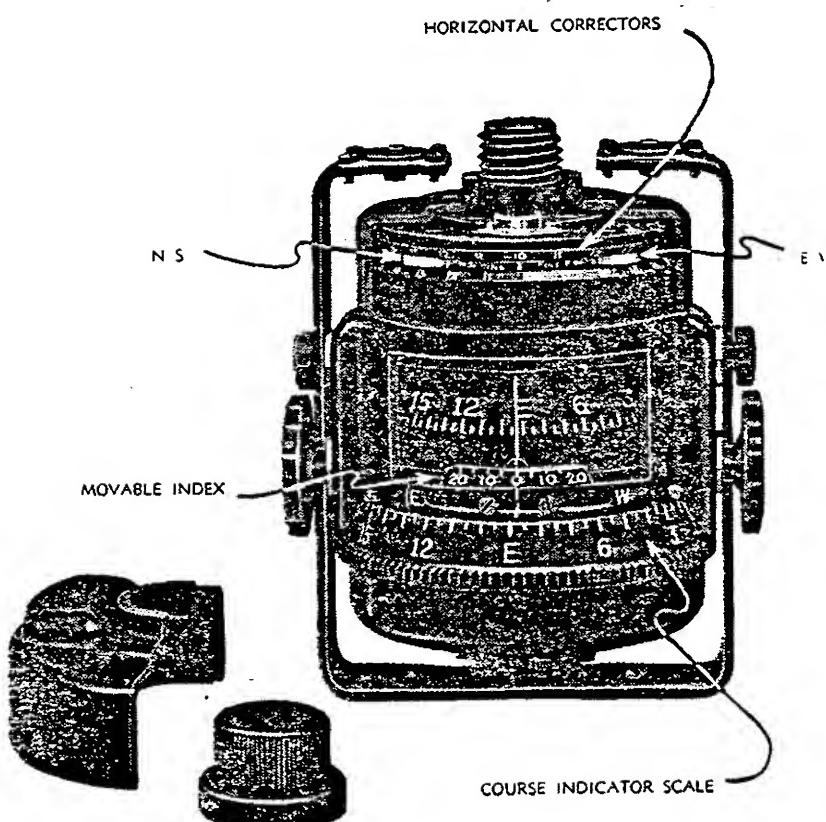


FIGURE II  
MODEL AEG-1

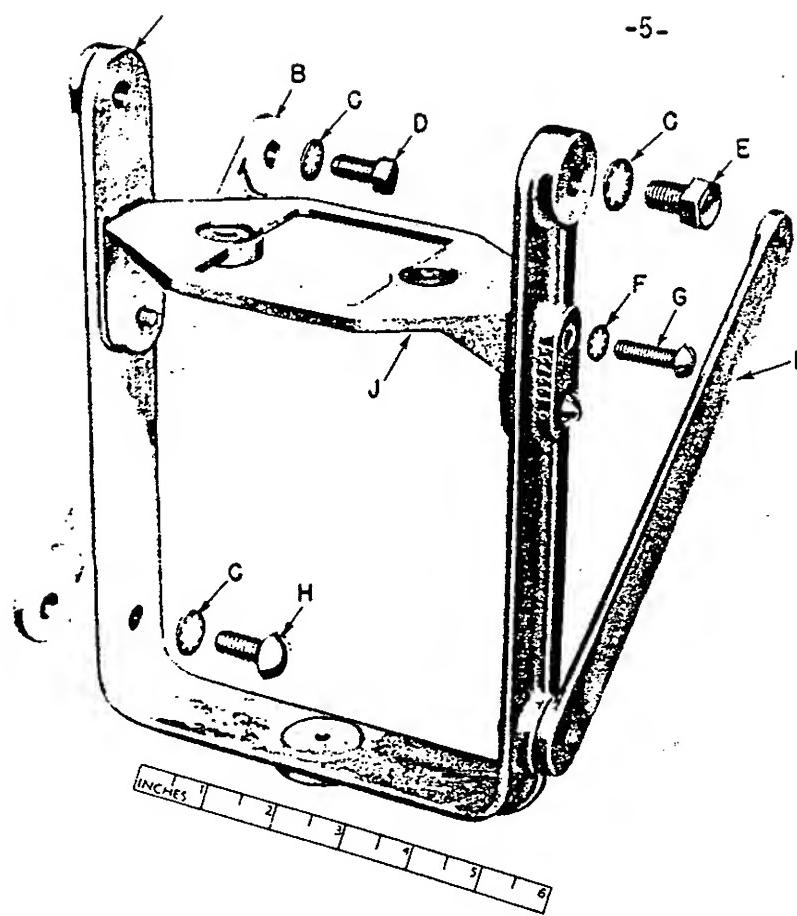
SHERRILL MODEL AEG

-"old" type compass

-mounts in "old" type bracket illustrated on next page.

SHERRILL MODEL AEG-1

-a simplified compensator system but outwardly similar to AEG model.



#### "OLD" TYPE BRACKET

-used with AEG and AEG-1 "old" style compasses.

HORIZONTAL CORRECTORS



#### SHERRILL MODEL M6 COMPASS

- "new" type compass
- ord. no. 7067878
- hole spacing of bracket, which pivots around so compass hangs is  $2\frac{1}{4}$ " and does not match hole spacing of "old" style bracket.
- it may bolt directly to nuts welded to hull ahead of co-driver.
- although the pictures don't make it clear, the M6 compass is much smaller than the AEG compass - even without considering the bulky "old" style mount.

Overall heights:

AEG, AEG-1 - 6 3/4"

M6 - 4 5/8"

FIGURE II

MODEL M 6



DeBonis	Demers	Gregg	Hackenburg	Haigler	Hamilton	Hamilton	Hamilton	Hathaway	Herbertson	Marvin
M3/M20 ..... Data Plate #.....	M20 N/A	M20 N/A	M20 N/A	M8	M20 N/A	M20 N/A	M20 N/A	M20 1594	M20 3453	M20 2110
Hull #.....	2472	25633	.....	3144-C	3722,7009-C	? 7007-C	7007-C	6726-C	2085-C	2085-C
60..... Registration #.....	N/A	.....	.....	60113916	60132325-S	60111013	60112366	60132042-S	N/A	N/A
Engine Rebuild Date?	.....	.....	.....	.....	.....	.....	.....	.....	.....	1952
Vehicle Rebuild Date?	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dash-old/new style?.....	old	old	new	new	new	old	new	old	new	old
Exhaust-old/new style?.....	new	new	new	new	new	new	new	new	new	new
0.1-50/80/120lb. gauge.....	120lb.	120lb.	120lb.	120lb.	120lb.	120lb.	120lb.	120lb.	120lb.	120lb.
Speedo-60/80 mph dial.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dash-"siren"/"horn"?.....	"siren"	"siren"	.....	.....	.....	.....	.....	.....	.....	.....
Tri-Pmeter-not on dial/remote	remote	.....	.....	.....	.....	.....	.....	.....	.....	.....
Windshield box?.....	no	no	no	no	no	no	no	no	no	no
Box mounting lugs?.....	.....	yes	yes	yes	yes	yes	yes	yes	yes	yes
Hull generator mounts?.....	no	yes	yes	yes	yes	yes	yes	yes	yes	yes
Hull generator?.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fuel pump-fuel/vacuum.....	fuel/vac.	fuel/vac.	fuel/vac.	fuel/vac.	fuel/vac.	fuel/vac.	fuel/vac.	fuel/vac.	fuel/vac.	fuel/vac.
Fuel primer pump?.....	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes
Factory primer pump line?.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bullet splash ridge (1).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mine rack/side boxes(2).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Siren/Horn?.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wiper Motor?.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wiper Arm Clips?.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tow cable guides? (3).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6 Lugs around radiator?.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clutch Foot rest-1pc/2pc?.....	.....	.....	.....	.....	.....	.....	.....	2 pc.	.....	.....
Slave Cable Receptacle?.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Co-Driver's Handholds?.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Driver's floor armour?.....	.....	.....	.....	.....	.....	.....	.....	factory inst	.....	.....
Fire Control -yes/no/remainins	.....	.....	.....	.....	.....	.....	.....	none	.....	.....
Generator-Ford/Auto to lite?.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hd Projector mount? (4).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rear Sand Skirts?.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Grenade Boxes?Ammo cans? (5).....	.....	.....	.....	.....	.....	.....	.....	ammo cans	.....	.....
	USAF 40K42								For Sale after restoration	

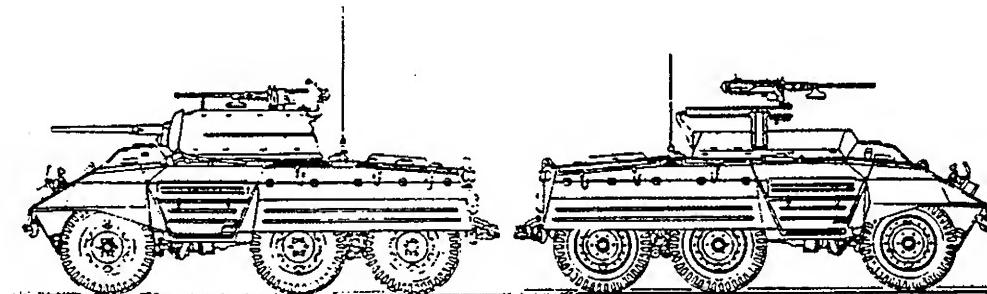
	MacGillivray	McDonald	Noir	Nelson	O'Connell	O'Connell	O'Connell	Osborne	Payer	Pfister
M20/M20	M20	M20	M20	M20	M8	M20	M20	M20	M20	M20
Data Plate #	N/A							N/A	N/A	2822
Hull #	6011012									1789
Registration #										60113594
Engine Rebuild Date?										
Vehicle Rebuild Date?										
Dash-old/new style?										
Exhaust-old/new style?										
Oil-50/80/120lb. gauge										
Dash "siren"/"horn"?										
Tachometer-no/on dial/remote										
Windshield box?										
Box mounting lugs?										
Hull generator mounts?										
Hull generator?										
Fuel pump-fuel/fuel+vacuum										
Fuel primer pump?										
Factory primer pump line?										
Bullet splash ridge (1)										
Mine rack side boxes?(2)										
Siren/Horn?										
Wiper Motor?										
Wiper Arm Clips?										
Tow cable guides? (3)										
6 Lugs around radiator?										
Clutch foot rest-Lpc/Zbp?										
Slave Cable Receptacle?										
Co-Drivers Handholds?										
Driver's floor armour?										
Fire Control-yes/no/remain ins.										
Generator-Ford/Autolite?										
M4 projector mount? (4)										
Rear Sand Skirts?										
Grenade Boxes?Ammo Cans? (5)										

note: 3 more M20's  
listed on p.10



Rhenberg	Kopkey	Ropkey	Shaffer	Shiepe	Steever	Taylor	Thomas	Uhrig	Vaughn	Vetter
M8/M20	M20	M8	M20	M20	M20	M20	M20	M20	M20	M20
Data Plate #.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hull #.....	682 C	957 IEI	3451	.....	.....	.....	.....	.....	.....	.....
60.....Registration #.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Engine Rebuild Date?	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Vehicle Rebuild Date?	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dash old/new style?.....	old	old	old	old	old	old	old	old	old	old
Exhaust old/new style?.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
01-50/80/120lb range.....	80lb.	80lb.	80lb.	80lb.	80lb.	80lb.	80lb.	80lb.	80lb.	80lb.
Speedo-60/80 mph dial.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dash "siren"/"horn"?.....	80mph	80mph	80mph	80mph	80mph	80mph	80mph	80mph	80mph	80mph
Tripmeter-no/on dial/remote.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Windshield box?.....	remote	no	no	no	no	no	no	no	no	no
Box mounting lugs?.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hull generator mounts?.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fuel pump/no/fuel+vacuum.....	no	no	no	no	no	no	no	no	no	no
Fuel primer pump?.....	field/vac.	yes	yes	yes	yes	yes	yes	yes	yes	yes
Factory primer pump line?.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bullet splash ridge (1).....	complete	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mine rack/side boxes?(2).....	mine_racks	side_boxes	.....	.....	.....	.....	.....	.....	.....	.....
Siren/Horn?.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wiper Motor?.....	.....	.....	siren	.....	.....	.....	.....	.....	.....	.....
Wiper Arm Clips?.....	.....	.....	no	.....	.....	.....	.....	.....	.....	.....
Tow cable guides? (3).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6 Lugs around radiator?.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clutch foot rest-1pc/2pc?.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Slave Cable Receptacle?.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Co-Driver's Handholds?.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Driver's floor armour?.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fire Control-yes/no/rema ins	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes
Generator-Ford/Autolite?.....	Autolite	.....	.....	.....	.....	.....	.....	.....	.....	.....
M4 Projector mount? (4).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rear Sand Skirts?.....	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes
Grenade Boxes/Ammo cans?(5)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
									very early vehicle.	USMF45K1383

	Wollerton	Wray	MacGillivray	MacGillivray	MacGillivray
M8/M20	M8	M20	M20	M20	M20
Data Plate #.....	8339 C				
Hull #.....					
60..... Registration #.....					
Engine Rebuild Date?.....					
Vehicle Rebuild Date?.....	-				
Dash-old/new style?.....	new				
Exhaust-old/new style?.....	new				
Oil-50/80/120lb. gauge?.....	N/O				
Speedo-60/80 mph dial?.....	N/O				
Dash-"siren"/"horn"?.....	"siren"				
Tachometer-no/on dial/remote	none				
Windshield box?.....	no				
Box mounting lug?.....	.....				
Hull generator mounts?.....					
Hull generator?.....					
Fuel dump-fuel+fuel+vacuum.	N/O				
Fuel primer pump?.....	removed				
Factory primer pump line?.....					
Bullet splash ridge (1).....					
Mine rack side boxes? (2).....	complete				
Siren/Horn?.....	siren				
Wiper Motor?.....	no				
Wiper Arm Clips?.....					
Tow cable guides? (3).....					
6 Lugs around radiator?.....					
Clutch foot rest-1pc/2pc?.....					
Slave Cable Receptacle?.....					
Co-Driver's Handholds?.....					
Driver's floor armour?.....	no				
Fire Control-yes/no/remains					
Generator-Ford/Augelite?.....	N/O				
M4 Projector mount? (4).....					
Rear Sand Skirts?.....	yes				
Grenade Boxes?Ammo cans? (5)					

**M8****M20**

EDITOR: Brian C. Asbury

# **NEWSLETTER**

11th Issue April 1983

Thanks for the great response to the request for completed data sheets. Next issue will do a re-run of the data sheets with all the updates so if you are still one of the few who haven't had a chance to return one to me please try your best in the next few weeks.

As usual I hope to see many of you at the MVCC Convention in Vancouver which is a very beautiful city to visit. The club members there have put a lot of effort into making this upcoming convention a great event.

### Production Data

In the on-going saga of production data, Terrill Aitken has sent in the following information from the US Army Statistical Summary on Procurement during WWII dated 9 April 1952 and prepared in the Office of the Chief of Military History.

	<u>1943</u>	<u>1944</u>	<u>1945</u>	<u>Total</u>
M8	4,299	3,383	1,671	8,523
M20	1,624	1,337	830	3,791
Total.....				12,314

Steven Thomas wants information on the use of tanker's helmets. Did all crew members wear helmets. He has come across a few original ones.

Claude Vaughn poses these questions: 1. Were ther headrests or pads installed for driver and assistant driver (A-283810, Group 1815, p.138,Pt.II,SNL G-136,June 1/43)?

2. There is a footman loop above and behind the assistant driver's seat next to the vehicle data plate. Why?

3. There are four bosses on the inside of the hull under the battery tray. Why?

4. Could the 6 bosses on the rear of hull (2 on top, 2 each side of rad louvres)be for Fording Kit HT-1? Any info on this kit? Kit HT-1 was for all halftrack vehicles, scout cars, M8 and M20.

\* ITEMS WANTED \* ITEMS WANTED \* ITEMS WANTED \*

Greg Taylor P.O.Box 1303, Fernley, Nevada 89408	Needs:-2 rear grenade boxes -protectoscopes -correct type .50cal. MG pintle to fit trolley(long pintle?)	
Roy Hamilton, P.O.Box 76, Coalinga, CA 93210	Needs:-windshields -BC-652 receiver -eng.compartment oil cans -battery hold-down frame M87 rocket containers	
Jess Hackenburg II 348 Spruce St., Montoursville, PA 17754	Needs:-brake master cylinder -clutch master cylinder -clutch slave cylinder -throttle master cylinder -throttle slave cylinder -Transmission -Transfer case -1 1st rear axle -2 2nd rear axles	-2 grenade boxes -2 seat backs, 2 seat bottoms -1 voltage regulator -12V generator w/pulley -6 wheel cylinders -Front axle -both front inner fenders -drive shafts w/U-joints -12V coil
John F. Anderson, RR 2, Cuba City, Wisconsin, 53807	Needs:-complete engine/clutch/flywheel -both fan shrouds -right rear sand skirt -speedo cable -parking brake cable -clutch and brake master cylinders or kits -left engine splash shield -seat back cushions -commander's table	-rear grenade boxes -troop seats -parts book,original -watercan bracket -fire extinguisher bracket -first aid kit bracket -headlight racks
Claude Vaughn, 1708 Romeria Dr., Austin, Texas, 78757	Needs:-horn -windshields -windshield wiper arms -protectoscopes -instrument panel -driver's flashlight clip -compass+bracket -fan shrouds -oil can bracket(1) -oil cans -oiler and bracket	-first aid kit -grenade boxes -troop seats -antennas -generator -regulator -ignition filter -battery hold-down -engine splash shields -muffler
Terrill Aitken, MilitaryMuseum, Camp Withycombe, Clackamas, Oregon, 97015	Needs:- steering wheel - horn	
Brian Asbury, <del>Box 456, Station K,</del> <del>Toronto, Ontario,</del> <del>Canada M4R 2G9</del>	Needs:-FM-30(Hand Grenades) -FM-23(Cal.50, BMG M2) -Wrench, combination,.50cal.M2 -Flare projector M4 -Tool roll C-118082 -Decontaminator, 1½qt. M2 -Cover, spare barrel, M13	-Machete M1939, 18" w/sheath -Gun cover M14, D33915 -good protectoscopes -TM9-743 -legs for ring mount

\* ITEMS FOR TRADE OR SALE \* ITEMS FOR TRADE OR SALE \*

Note: Also refer to previous Newsletters as well as this listing!

John F. Anderson, Has:-Instrument panel rubber mounts, \$15/set of 4 postpaid.  
RR 2, -Grenade boxes,take-outs, fit side of command area only,not rear,  
Cuba City,Wisconsin, \$20 each plus UPS  
53807 -PLUS items listed in Newsletter #8.

\*Last Minute\*

Al DeMers,  
1602 W. 14th,  
Little Rock, Ark.  
72202

has:Front left hatch door.  
3 Top hatch doors.

Needs: lower protectoscope  
retainer. Seat backs

Steven M. Thomas, Soon:-reproduction protectoscopes  
5801 224 P1.S.W.,  
Mountlake Terrace,  
Washington 98043  
(206) 775-7170  
-Also see list next page.

Brian Asbury, Has:-Sherrill M6 Compass- mint condition in original box with rare  
Box 456, Station K, 40 page manual covering all Sherrill compasses and calibration  
Toronto, Ontario, procedures and theory. Also with plastic compass deviation  
Canada M4P-2G9 calculator and lanyard. BUT the compass discs are out-of-balance  
and would require substitution or repair to function. US\$29 post  
paid.

- Nearly all parts for Sherrill AEG and AEG compasses(except larg "old" type bracket and inner bubble units). These are excellent used parts. Reasonable, enquire for your needs.
- Stencil kits,  $\frac{1}{2}$ " cut on oilboard, 43 stencils for M8/M20, see Newsletter 9 for details, US\$32 Postpaid.
- Star washers, 5/16", inside-outside teeth, cad.plated
- Clutch slave cylinder rebuild kit, \$6
- Seat belt, OD colour, orig. style, \$15/seat

Photos from Roy Hamilton  
Vehicle M20, GBK-311-C  
USA 60111083

M4 Flare Projector Mount



Left Side Fire Detector



Steven Thomas, 5801 224 Pl.S.W.,  
Mountlake Terrace,  
Washington, USA 98043

**\*\*FOR SALE\*\***

Item/Item	YEAR	ITEM#	Condition	Tot.	Cost
40. Belts, Set, In original boxes w/Ford Motor Khaki color. G136-	43	E	B-154723	6	\$40.00
42. Boot, Transfer Case & Declutch Shift Rods	41	N	G136-01-24326	5	1.50
43. Speeder, 17" long, 4" drive	41	N		10	10.00
44. Panel Set, AL-140 & 141. Good, some dirt	41	U	AL-140 & 141	3	20.00 set
45. Panel Set, " " Dirty, Fair.	41	U	" "	2	15.00 set
46. Panel Set, Same as above w/different number	?	N	VS-9/G & 10/G	6	10.00 set
47. Panel Set,	?	U	" "	8	7.50 set
50. Canvas Wash Basin, 12" diameter. New Khaki	1942	N		5	6.00
51. Canvas Wash Basin, 12" diameter. New Khaki	1945	N		6	5.50
52. Canvas Wash Basin, 12" diameter. New O.D.	1945	N		5	5.00
53. 2.36 AT Rocket Carrying Case, Holds 3 rock	1945	N	M-6	6	10.00
54. 2.36 AT Rocket Launcher Tester, Electrical For M9A1 Rocket Launcher, Also M1 & M2	1944	N	41-	8	5.00
NOTE: All of the above go in the M-8 & M-20					
55. TM-11-2702 "Installation of Radio & Inter Phone Equip. in Light Armored Car M-8" Dated 13 Apr. 1944. <u>XEROX COPIES</u>	44	XEROX	TM-11-2702	10	10.00
56. TM-11-2716 "Installation of Radio Equip. in Armored Utility Car M-20". Dated Nov. 1944. <u>XEROX COPIES</u>	44	XEROX	TM-11-2716	10	10.00
57. TM-9-743. Changes 1: Dated 3 June 1944 Changes 2: Dated 9 July 1948 Changes 3: Dated 12 May 1952 <u>XEROX COPIES</u> (Shows parts to correct problems on car)	44	XEROX	TM-9-743	10	10.00
58. Flag Set,	W.W.II	New	M-238	3	7.50
59. Flag Set, (Case CS-90 faded, little dirt)	"	U	"	3	5.00

### \*WANTED\*WANTED\*WANTED\*

Vehicle Accessories & Equipment (Must be W.W.II)	
1. Book, Ord. Motor, O.O. Form 7255 (blank) (need 2)	
2. Can, Oil, 1 qt. (need 2)	
3. Extinguisher, Fire, carbon dioxide, 4 pd.	
4. Guide, Lubrication, War Dept. No. 139	
5. Jack, Hydr., 5 ton	
6. Oiler, Pump, 1 pt. (9" spout)	
7. Decontamination, Apparatus, 1½ qt., M-2 (need 2)	
8. Interphone, RC-99 (need 4)	
9. First Aid Kit, 24 Unit (need 2)	
10. Any and all tools	
11. Wire Cutters, M1938 (need 2)	
12. <del>xxxxxxxxxxxxxx</del> (need 2)	
13.	
14.	
15.	

Weapon Equipment (A.) .30 cal. BMG, M1919A4 & A6	
1. Bag, Empty Cartridge	C-153331
2. Belt, Ammo, Cloth	C-3951
3. Bipod Assembly	
4. Can, Tubular (3/4" dia. x 2½" long)	B-147310
5. Case, Cover Group	C-93550
6. Cover, M.G., Watercooled	D-90968
7. Cover, Spare Barrel	C-93026
8. Flash Hider	M-72
9. Handle, Carrying for Watercooled M.G.8	
10. Oiler, 3 oz., Oval w/cap and chain	C-5973?
11. Oiler, 12 oz., Rectangular w/cap and chain	C-59736
12. Reflector, Barrel	B-147001
13. Tray, Ammo	D-67404D
14. Case, Spare Bolt	C-59656
15. <del>Scilly</del>	

#### (B.) .50 cal. BMG, M-2, HE, Flexible

1. Ammo. Tray	D-36951
2. Ammo. Tray Bracket	C-152812
3. Bag, Empty Cartridge	C-153311
4. Breech Bore Gauge	C-20623
5. Carriage, Assembly	M-30
6. Carriage, Assembly	M-35 or M-35C
7. Carriage, Body	D-3694?
8. Chast, Accessories & Parts	M-2
9. Chute, Metallic Belt Links	C-61331
10. Cover, Gun w/o ammo box	D-40726
11. Cover, Gun w/ammo box	D-68390
12. Cover, Gun w/ammo box	D-33912 M-13
13. Cover, Spare Barrel w/handle	D-90075
14. Cradle Assembly, old	D-90047A
15. Cradle Body	D-58666
16. Cradle Body	
17. Link Chute Adaptor	M-1
18. Rod, Cleaning Jointed	M-2
19. Rod, Cleaning 2 piece	D-28242 M-2
20. Wrench, Combination	T-3
21. Telescopic Sight	
22. Telescopic Sight	M-1

#### H-8 & M-20 Armored Car

1. Gas Tank
2. Front Drive Line to Front Axle
3. Protectoscopes, (need 8)
4. Protectoscope Pads (need 2)
5. Muffler, Old Style
6. Exhaust Pipe, Old Style
7. Fenders, Front, Left & Right
8. Battery Hold Down Clamp/Rods
9. Master Battery Switch Box (Located in crew compartment)
10. Primer Pump Knob
11. Gas Pedal and Bracket
12. Fuel Pump
13. Generator
14. Accelerator Master Cylinder
15. Coil
16. Distributor Cap
17. Siren
18. Switch, Siren Old Style (missing rubber part)
19. Switch, Starter " " "
20. Guage, Oil 0 - 80 pds.
21. Doors, Sponson, Inside both Left and Right
22. Seat Back, both driver and assist.
23. Engine Deck Lid Handle
24. Guide, Lubrication, War Dept. No. LO-9-7414 or LD-9-743
25. 26.

#### (D.) 2.36 Anti-Tank Rocket Launcher, M1, M1A1, M9, M9A1

1. 2.36 AT Rocket Launcher, Davat or ? (Any parts to Launcher)
2. 2.36 AT Rockets (Need ~~one~~ 8)
3. SNL-B-36
- 4.
- 5.

#### (E.) Misc. Ordnance

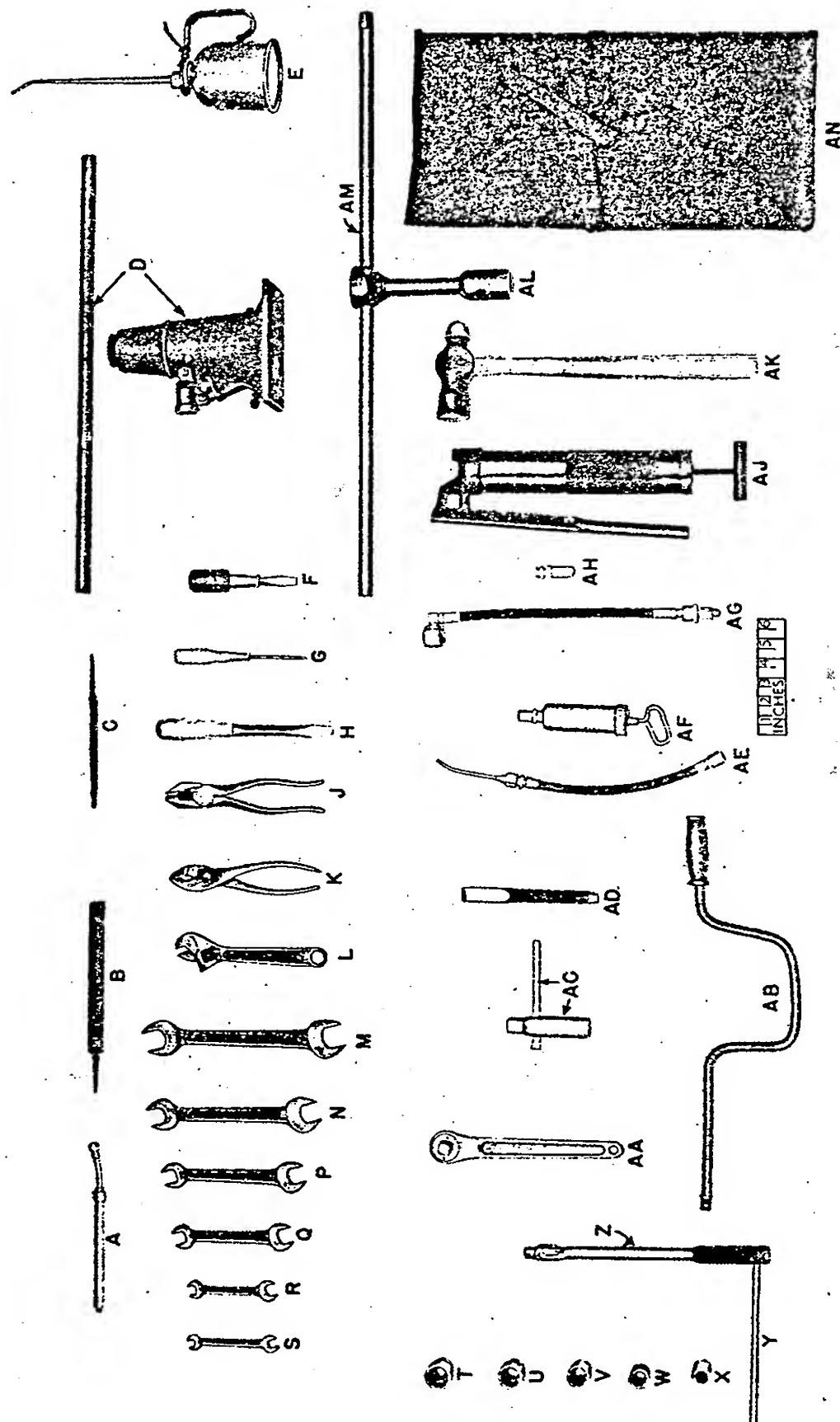
1. Mines, H.E. M-1 (need ~~one~~ 9)
2. Signal Flares, M-4 (need 36)
3. Projector, Signal, ground, M-3 or M-4 (
4. Smoke Pots, M-1 or M-2 (need ~~one~~ 12)
- 5.

#### Misc. Equipment, All Types

1. Case, Dispatch, Leather
2. Goggles, 1943
3. Compass and Pouch
4. Windcheater, Tankers Size 42-44 Large
5. Jacket, Tankers " " "
- 6.

M8/M20 TOOLS

submitted by Steven Thomas  
from SNL G-136+176



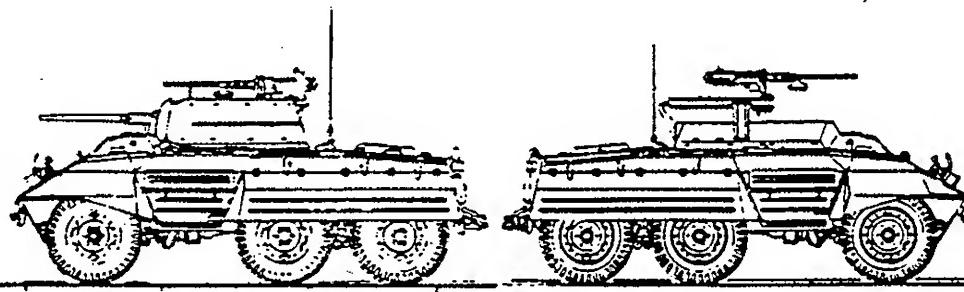


M4 Tank Crew of 13th  
Armored Division.

Many stowage items  
apply to M8 and M20  
armored cars.

Photo submitted by  
John F. Anderson.

M 8



M 20

EDITOR: Brian C. Asbury

# NEWSLETTER

12th Issue November 1983

Greetings! Sorry for the long timespan since the last issue but it is a reflection of the quantity of material that has been accumulating. Again the Newsletter needs more hard-core info on vehicle history and production details.

To relate a personal experience to other owners who have rebuilt their brake systems, I was out driving today for the first time in a while and have concluded that my hydrovac is not working. For comparison, when it was obviously working the braking ability of the vehicle was amazing--very responsive and smooth and I always had to warn passengers to brace themselves because of the effectiveness of the braking. Today the braking was adequate for most driving situations and probably would have been considered "normal" had I never experienced the action of a good hydrovac.

Larry Jesensky (manual dealer, 700 LaFayette Dr., Akron, Ohio 44303) did reproduce a few TM9-743 manuals with good quality Xerox photos etc and bound to original format. He may have a few copies yet. This is a most useful manual.

P.S. I am looking for an original copy of TM9-743 -- anyone looking to part with a copy?

*Brian*

## Recent Acquisitions

M20 Ralph F. Doubek,  
P.O. Box 41,  
Wild Rose, Wisconsin,  
USA 54984

M20 Jack Jarrett,  
5808 S. Atlanta Pl.,  
Tulsa, Oklahoma,  
USA 74105

## Available

NOS M8/M20 fuel pumps from Ross Moir, Box 303, 48 Rugg Rd., Sterling Jct.,  
@\$35+postage.  
Massachusetts, USA 01565

1 right front hatch cover, 2 left front hatch covers, 1 right top hatch cover, 2 front and 2 rear fenders (poor condition but repairable), ring mount legs (custom-made), .50 cal. cradle and misc. small parts for .50 cal. From: Albert DeMers, 1602 West 14th St., Little Rock, Arkansas 72202.

## AMMUNITION FOR GROUND SIGNAL PROJECTOR M1A1, M3, OR M4

### AMMUNITION.

**General.** Ground signals (fig. 6) designed to be fired from Pyrotechnic Projectors M1A1, M3, or M4 consist of a cylindrical case 1.63-inch diameter and approximately 6 inches in length. The case closing cap carries a 3-inch tail and fin assembly to improve flight characteristics. The fin is marked by painting and embossing for identification as described in e below.

#### Types.

(1) **SIGNAL, ground, white star, parachute, M17**, is parachute-supported, falling at an average rate of 7 feet per second. It burns for 20 to 30 seconds, producing a white light of 20,000 candlepower.

(2) **SIGNAL, ground, white star, cluster, M18**, produces a group of five freely falling stars which burn simultaneously for approximately 5.5 seconds, each producing a white light of 18,000 candlepower.

(3) **SIGNAL, ground, green star, parachute, M19**, is parachute-supported, falling at an average rate of 7 feet per second. It produces a green light of approximately 5,000 candlepower for 20 to 30 seconds.

(4) **SIGNAL, ground, green star, cluster, M20**, produces a group of five freely falling stars which burn simultaneously for approximately 5.5 seconds, each producing a green light of approximately 7,000 candlepower.

(5) **SIGNAL, ground, amber star, parachute, M21**, is parachute-supported, falling at an average rate of 7 feet per second. It produces a yellow light of 4,000 candlepower for 20 to 30 seconds.

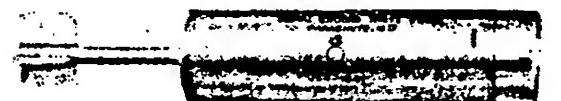
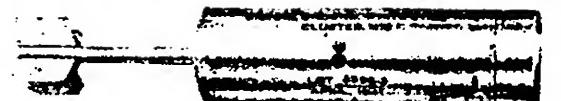
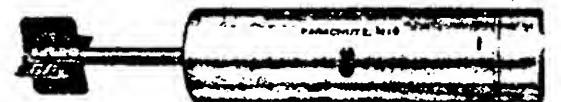
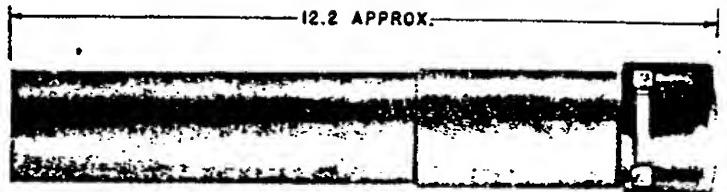
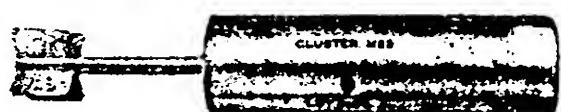
(6) **SIGNAL, ground, amber star, cluster, M22**, produces a group of five freely falling stars which burn simultaneously for 5.5 seconds, each producing an amber light of 2,000 candlepower.

(7) **SIGNAL, ground, high burst ranging, M27** (fig. 7) produces a smoke puff at the top of its rise. This signal is used to simulate the high burst of artillery shell. It is fired from the Projector M1A1 only, and rises to an altitude of approximately 550 feet. Cover, or other protection, from the fragments of the signal case should be available. This signal is distinguished by having no fin assembly. The case is 3.66 inches long.

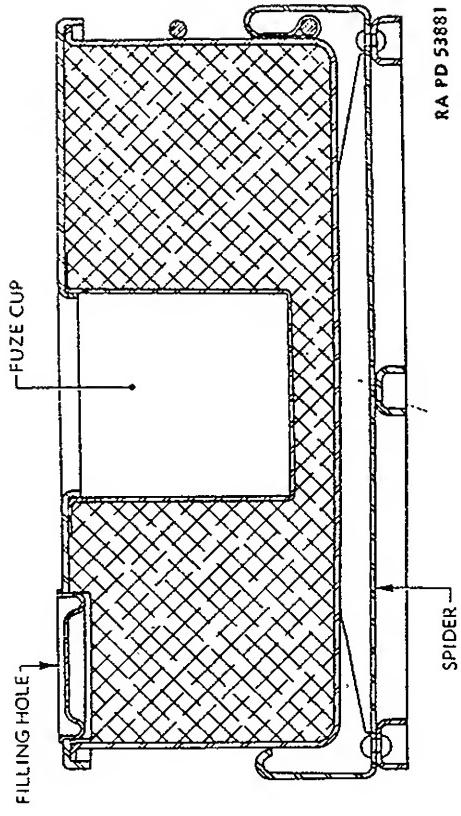
(8) **SIGNAL, ground, range indicating, parachute, M47** (fig. 8) projects a pair of white stars to a height of 500 feet. These burn for a minimum of 30 seconds, each producing a light of 3,800 candlepower. The stars are parachute-supported and are separated by an interval of 72 feet. The range from observer to the signal may be computed by measuring the angular interval between the stars. This signal is approximately 12 $\frac{3}{4}$  inches long.

**Marking.** These signals are identified by the marking on the packing and on the item itself. Ground signals have the fin painted to match the color of the signal and stamped (for identification in the dark) as follows:

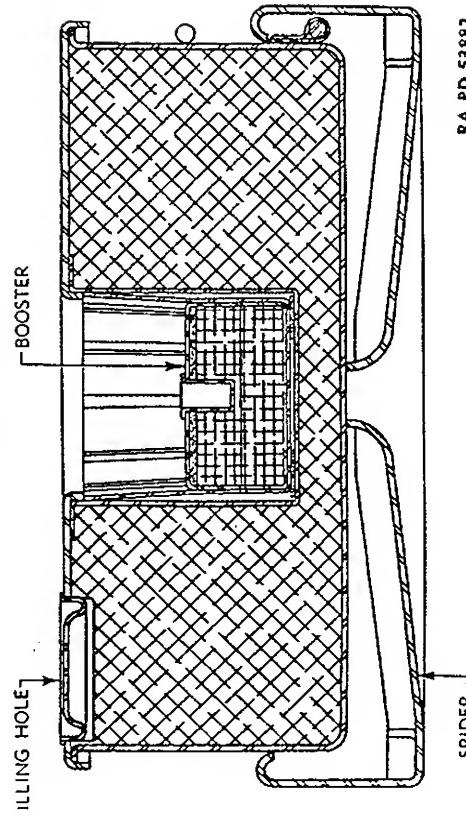
WP.....	White star, Parachute, M17
WS.....	White Star, cluster, M18
GP.....	Green star, Parachute, M19
GS.....	Green Star, cluster, M20
AP.....	Amber star, Parachute, M21
AS.....	Amber Star, cluster, M22



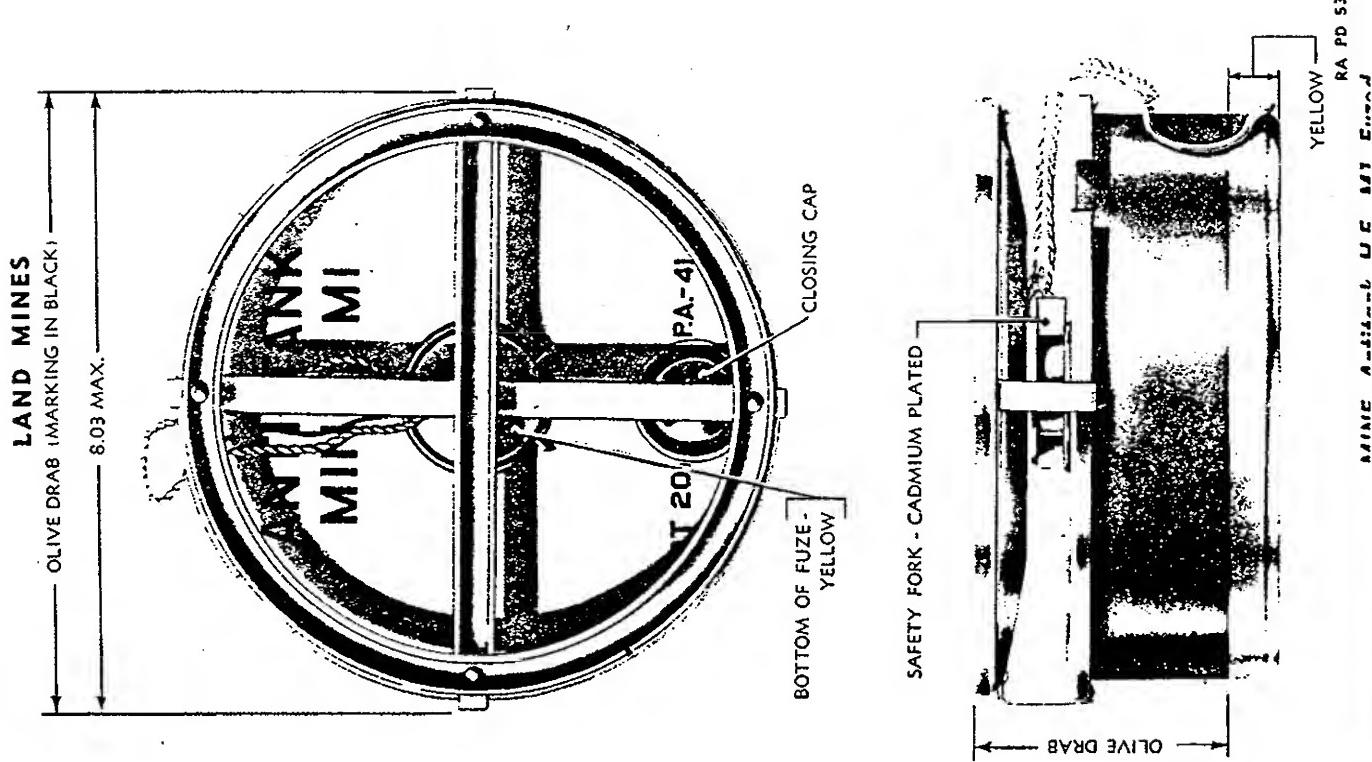
**ANTITANK MINES AND FUZES**



*Figure 2 — MINE, Antitank, H.E., M1, as Shipped*



*— MINE, Antitank, H.E., M1A1, as Shipped*



## AMMUNITION FOR GROUND SIGNAL PROJECTOR M1A1, M3, OR M4

### AMMUNITION.

General. Ground signals (fig. 6) designed to be fired from Pyro-  
chnic Projectors M1A1, M3, or M4 consist of a cylindrical case 1.63-  
inch diameter and approximately 6 inches in length. The case closing  
pin carries a 3-inch tail and fin assembly to improve flight characteristics.  
The fin is marked by painting and embossing for identification as de-  
scribed in e below.

#### Types.

(1) SIGNAL, ground, white star, parachute, M17, is parachute-  
supported, falling at an average rate of 7 feet per second. It burns for  
0 to 30 seconds, producing a white light of 20,000 candlepower.

(2) SIGNAL, ground, white star, cluster, M18, produces a group of  
five freely falling stars which burn simultaneously for approximately 5.5  
seconds, each producing a white light of 18,000 candlepower.

(3) SIGNAL, ground, green star, parachute, M19, is parachute-sup-  
ported, falling at an average rate of 7 feet per second. It produces a  
green light of approximately 5,000 candlepower for 20 to 30 seconds.

(4) SIGNAL, ground, green star, cluster, M20, produces a group of  
five freely falling stars which burn simultaneously for approximately 5.5  
seconds, each producing a green light of approximately 7,000 candle-  
power.

(5) SIGNAL, ground, amber star, parachute, M21, is parachute-  
supported, falling at an average rate of 7 feet per second. It produces a  
yellow light of 4,000 candlepower for 20 to 30 seconds.

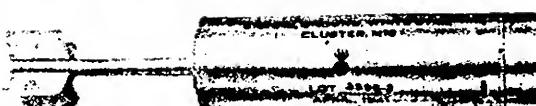
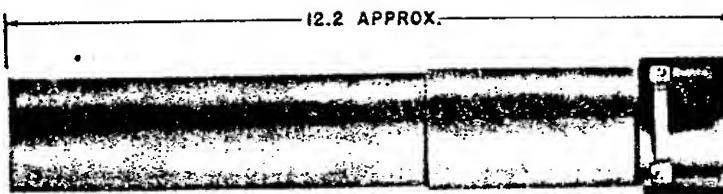
(6) SIGNAL, ground, amber star, cluster, M22, produces a group of  
five freely falling stars which burn simultaneously for 5.5 seconds, each  
producing an amber light of 2,000 candlepower.

(7) SIGNAL, ground, high burst ranging, M27 (fig. 7) produces a  
noke puff at the top of its rise. This signal is used to simulate the high  
burst of artillery shell. It is fired from the Projector M1A1 only, and  
reaches to an altitude of approximately 550 feet. Cover, or other protection,  
from the fragments of the signal case should be available. This signal  
is distinguished by having no fin assembly. The case is 3.66 inches long.

(8) SIGNAL, ground, range indicating, parachute, M47 (fig. 8) pro-  
jects a pair of white stars to a height of 500 feet. These burn for a  
minimum of 30 seconds, each producing a light of 3,800 candlepower.  
The stars are parachute-supported and are separated by an interval of  
2 feet. The range from observer to the signal may be computed by  
measuring the angular interval between the stars. This signal is approxi-  
mately 12 $\frac{3}{4}$  inches long.

Marking. These signals are identified by the marking on the  
casing and on the item itself. Ground signals have the fin painted to  
match the color of the signal and stamped (for identification in the  
ark) as follows:

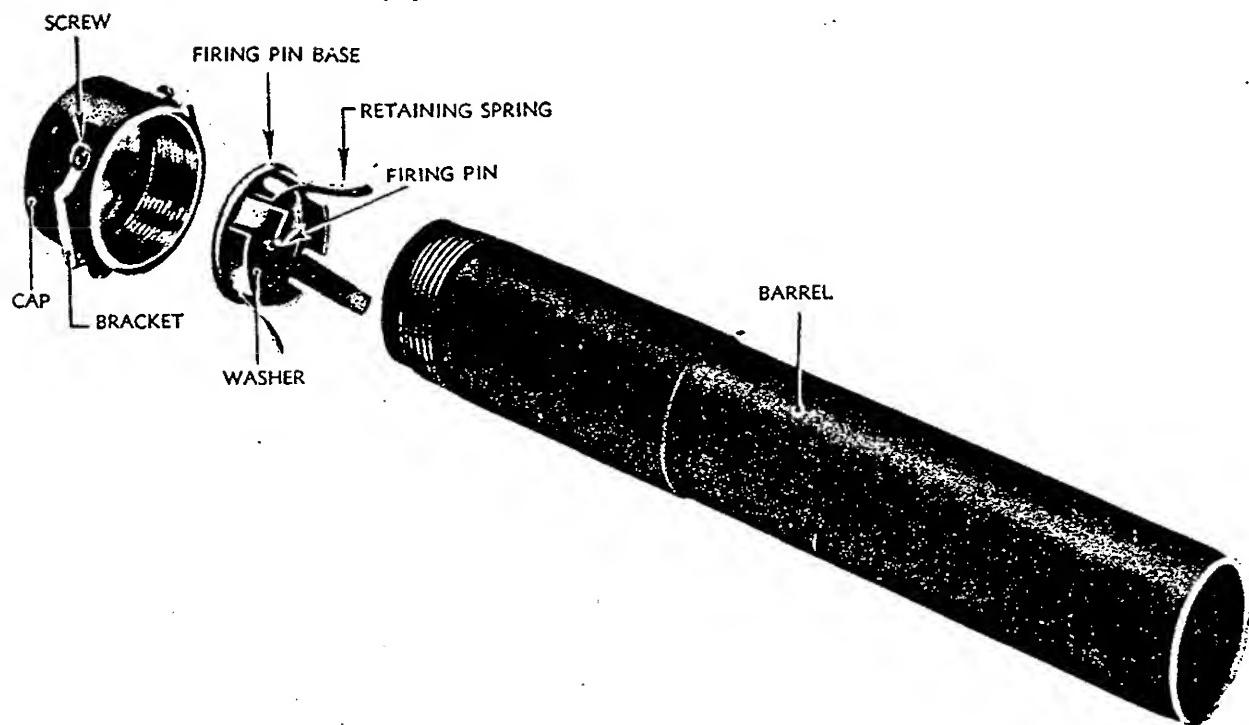
WP.....	White star, Parachute, M17
WS.....	White Star, cluster, M18
GP.....	Green star, Parachute, M19
GS.....	Green Star, cluster, M20
AP.....	Amber star, Parachute, M21
AS.....	Amber Star, cluster, M22



12.2 APPROX.

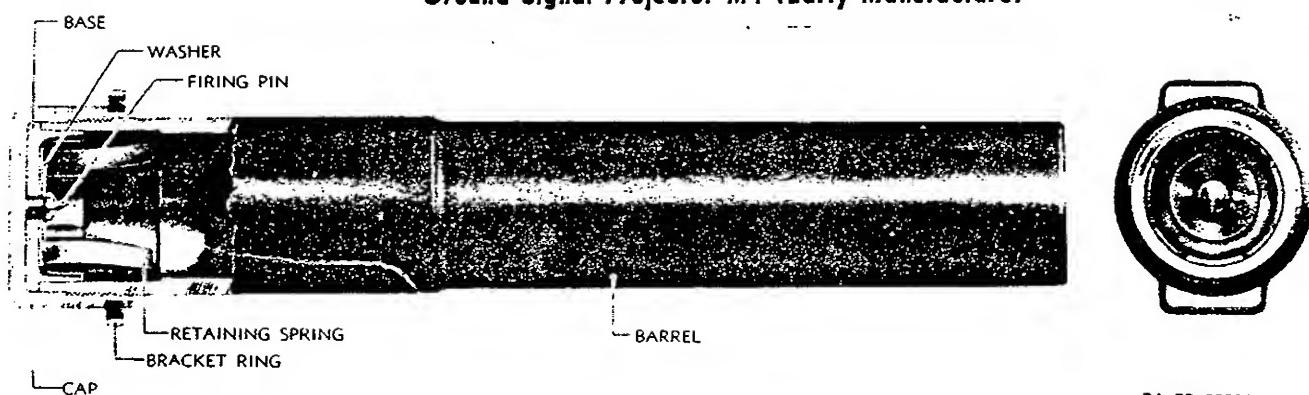
# GROUND SIGNAL PROJECTOR M4

(extracts from TM9-290, 1943)



RA PD 33204

**Ground Signal Projector M4 (Early Manufacture)**



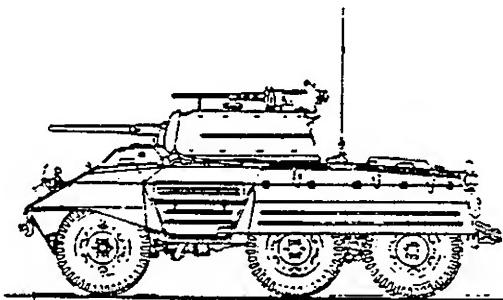
RA PD 33205

## DESCRIPTION.

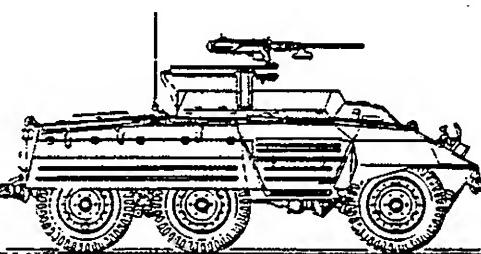
## Ground Signal Projector M4 (Present Manufacture)

The Projector M4 (fig. 4) consists of the barrel, firing pin base assembly, and cap assembly. The barrel is similar to the barrel of the Projector M3 except that there is no boss on the side and no sling brackets. The firing pin base assembly is made up of the firing pin base, the retaining spring, the washer, and the firing pin, which serves as a rivet through the center to hold the assembly together. The cap assembly consists of cap and ring. The cap is of steel, threaded on the inside and screwed onto the barrel, holding the base assembly firmly in place. A wire ring fits into a groove on the outside of the cap and is held securely in place by having the ends tack-welded. This ring forms two brackets on opposite sides of the cap to accommodate the sling. In the Projector M4 of early manufacture (fig. 5), the brackets are separate and attached to the cap, which is of aluminum, on opposite sides by screws. For a complete list of parts, refer to Standard Nomenclature List No. B-24.

**M 8**



**M 20**



EDITOR: Brian C. Asbury

# **NEWSLETTER**

13th ISSUE February 1984



Bob Forwell's nicely restored M20 from Kitchener, Ontario

CHANGE OF ADDRESS

Paul Chilek,  
1426 Grove St.,  
Avoca, Pennsylvania,  
USA 18641

NEW OWNERS

James E. Baldwin, ----- M20  
2927 Tremainsville,  
Toledo, Ohio,  
USA 43613

-----

-----

Peter Court ----- M8  
P.O. Box 42,  
Bryan, Texas,  
USA 77801

Contributed by Steven Thomas

M-8 and M-20 Armored Car Ammo Allotment 3rd U.S. Army

The following was taken out of the official 3rd U.S. Army unit history. It pertains to the vehicle as it lands in Normandy, 17 days after D-Day, June 6, 1944.

<u>M-8 A.C.</u>	<u>In Veh.</u>	<u>On Person</u>
37mm Rds.	80	
.30 cal. BMG	1250	
.45 cal. SMG	180	90
.30 cal. Carbine	105	75
.30 cal. Rifle M-1	80	80
.30 cal. Rifle, M1903		60

Hand Grenades Frag.	6
" " Off.	6
" " M-8	2
" " M-15	2
" " M-16	2
" " Incend.	1
Pot, Smoke M-1 or M-2	4
Mines, AT M-1	4
Launcher, Rocket M-8	10

<u>M-20 A.C.</u>	<u>In Veh.</u>	<u>On Person</u>
.50 cal. BMG	1060	
.30 cal. BMG	1250	
.45 cal. SMG	180	90
.30 cal. Carbine	105	75
.30 cal. Rifle M-1	80	80
.30 cal. Rifle M1903		60

Hand Grenades Frag	6
" " Offen.	6
" " M-8	2 per vehicle
" " M-15	2 per vehicle
" " M-16	2 per vehicle

CHANGE OF ADDRESS

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1426 Grove St.,  
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.30 cal. Rifle, M1903		60

Hand Grenades Frag.	6
" " Off.	6
" " M-8	2
" " M-15	2
" " M-16	2
" " Incend.	1
Pot, Smoke M-1 or M-2	4
Mines, AT, M-1	4
Launcher, Rocket M-8	10

<u>M-20 A.C.</u>	<u>In Veh.</u>	<u>On Person</u>
.50 cal. BMG	1060	
.30 cal. BMG	1250	
.45 cal. SMG	180	90
.30 cal. Carbine	105	75
.30 cal. Rifle M-1	80	80
.30 cal. Rifle M1903		60

Hand Grenades Frag	6
" " Offen.	6
" " M-8	2 per vehicle
" " M-15	2 per vehicle
" " M-16	2 per vehicle

After Action Report, 3rd U.S. Army, 1 Aug. 1944 to 9 May 1945 ETO

Vol. I The Operations

Vol. II Staff Sections Reports

The following was taken from this 2 volume history of Patton's 3rd Army. This 2 volume set is one of only 182 sets.

Vol. II Ordn. I 25 May 1944

- TB. No. 1 Dated January 3, 1944. Adjustments of shock absorbers for M-8 A.C.
- TB. No. 18 Dated 24 March, 1944 and Change 1, dated 8 May, 1944. Pertaining to modification of handle, latch (B-150044) on Gun, Machine, cal. 30 M1919A4 & A5 to prevent difficulty in retracting the cover latch on guns when mounted in light and medium tanks and M-8 Armored Car.
- TB. No. 22 Dated 30 March 1944. Modification of Launcher, Rocket, AT, 2.36", M1A1. To prevent shearing of wire A-313621-D by sharp edges of battery compartment hasp B-261129.
- TB. No. 25 Dated 7 April, 1944. Modification of Chute, Metallic Belt Link (C-61331) for Machine Gun cal. .50 M2 HB (Fixed and Flexible) to prevent difficulty in assembling the chute, metallic belt link to gun.
- TB. No. 35 Dated 28 April, 1944. Covers the installation of armor plate in the drivers compartment of M-8 armored Car and M-20 Utility Vehicle.

Vol. II Ordn. II 12 June 1944

## 4. Engine Failure - Armored Car M-8

Engine failure in Armored Car M-8 is in many cases caused by failure of the gasket which seals the passage way for oil returning from the filter to crankcase and the water passage from the engine water jacket to the water pump. Failure of the gasket allows the pump to pull the oil from the oil passageway and thus eventually pumping all of the oil into the cooling system. This condition can be corrected by installing a new oil filter mounting gasket (Part HM-42852A), tightening the mounting bolts and periodically checking to ascertain that the bolts remain tight. Two gaskets (Used as one) may be required if the mounting has warped.

References: Letter, 902 Ordn. HAM Company APO 403, dated 13 May, 1944; Subject: Defects in Engines in Armored Car M-8; and 2nd Indorsement, Hdqts. SOS, ETOUSA, APO 871, dated 28 May, 1944, File AG 451 OPOD.

Vol. II Tank Destroyer Report TD 7

- 5. The Car, Armored, Light, M-8 and Car, Utility, M-20 have proved entirely unsatisfactory for the purpose for which they were provided. A half-tracked or light full tracked vehicle is needed to replace the M-8 and M-20 Armored Cars.

Note: This is a high 2 volume set commissioned by General Patton himself and is a very limited edition. This last paragraph is also the very last paragraph in the set! I hope the above information is of some interest to armored car owners.

TL-122 Flashlight, W.W. II Models

The following information was taken off of approximately 40 used flashlights that I came across. As far as I know they represent pretty much the whole range of models for the TL-122.

TL-122-A Has TL-122-A in a circle, on both sides. The head is octagon in shape and is cast out of metal. The body is brass. There is no place for spare bulbs or lenses. Stamped on the end cap is "Refill with USA Lite Batteries - U.S.A. LITE - Made in USA - U.S. Electric Co. This is the first TL-122 and the only one made completely out of metal.

TL-122-B Has TL-122-B in a circle on both sides. The body is completely plastic with a round head. Stamped on the end cap is " USA LITE United States Electric Mfg. Corp. New York".

TL-122-C Has TL-122-C in a circle on both sides. The body is the same as the B model. Stamped on the end cap, is "Bright Star".

Note: All models, A,B, and C did not have the filters type end cap.

TL-122-D The model D was different than the first three types. I had six different mfgs. The main body and head were identical to the second two models. Model D has the end cap set up where a spare bulb and a set of filters were stored. The filters consisted of 2 white and 1 red. The head also had an extra ring to hold the filters on.

Ex. #1: Has TL-122-D in the left circle, and "BRIGHT STAR" in the right circle.

Ex. #2: Has TL-122-D in the left circle, and "NIAGARA" in the right circle.

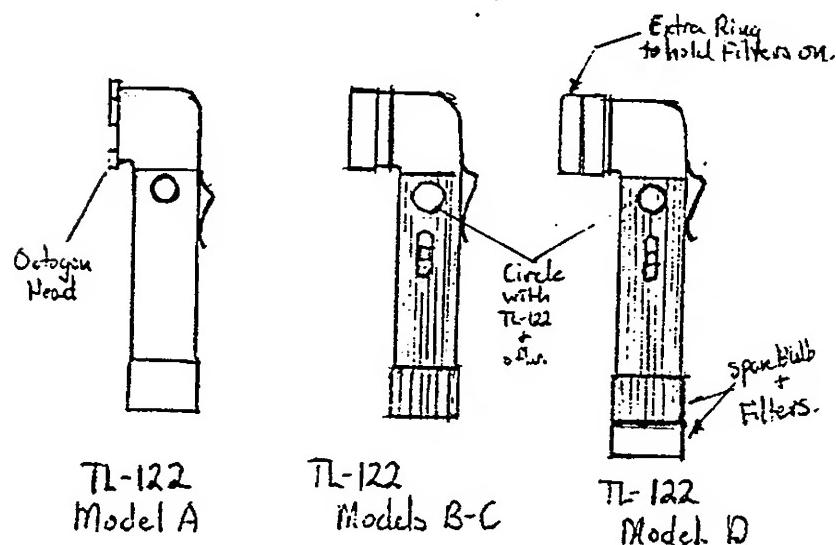
Ex. #3: Has TL-122-D in the left circle, and "Made in USA with a T in a diamond inside of the right circle.

Ex. #4: Has TL-122-D in both circles. On the end cap is stamped " Container for Spare Filters and Ray-O-Vac".

Ex. #5: Has TL-122-D in left circle and MICRO\_LITE in the right circle.

Ex. #6: Has TL-122-D in both circles. Stamped on the end cap is "Lights Inc. Springfield Ohio.

Models all had the words "Container for Spare Filters" stamped on the end caps. No W.W. II TL-122 flashlights that I have seen had any metal ring on the bottom.



WANTED Steven Thomas, 5801-224th PL.S.W., Mountlake Terrace, WA 98043

Military Vehicle & Equipment Want List

Weapon Equipment: (A.) .30 cal. EMG, M1919A6 & A6		
1. Bag, Empty Cartridge	C-193331	
2. Bolt, Ammo, Cloth	C-3951	
3. Bipod Assembly		
4. Can, Tubular (3 1/4" dia. x 2 1/2" long)	B-147310	
5. Case, Cover Group	C-93550	
6. Cover, M.G. Watercooled	D-90968	
7. Cover, Spare Barrel	C-93026	
8. Flash Hider	H-72	
9. Handle, Carrying for Watercooled M.G.8	C-59727	
10. Oilier, 3 oz., Oval w/cap and chain	C-59736	
11. Oilier, 12 oz., Rectangular w/cap and chain	B-167001	
12. Reflector, Barrel	D-67404D	
13. Tray, Ammo		
14. Case, Spare Bolt		

(B.) .50 cal. BMG, M-2, HB, Flexible

1. Auto. Tray	D-26951	
2. Auto. Tray Bracket	C-192812	
3. Bag, Empty Cartridge	C-153311	
4. Breech Bore Gauge	C-20623	
5. Carriage, Assembly	H-30	
6. Carriage, Assembly	H-35 or H-35C	
7. Carriage, Body	D-3947	
8. Chast, Accessories & Parts	H-2	
9. Chute, Metallic Bolt Links	C-61331	
10. Cover, Gun w/o ammo box	D-40726	
11. Cover, Gun w/o ammo box	D-65390	
12. Cover, Gun w/ammunition box	D-33912	H-13
13. Cover, Spare Barrel w/handle	D-54075	
14. Cradle Assembly, old	D-90047A	
15. Cradle Body	D-59866	
16. Cradle Body		
17. Link Chute Adaptor		
18. Rod, Cleaning Jointed	H-1	
19. Rod, Cleaning 2 piece	H-2	
20. Wrench, Combination	D-22042	H-2
21. Telescopic Sight	T-3	
22. Telescopic Sight	H-1	

Vehicle Accessories & Equipment (Must be W.M. II)

1. Book, Ord. Motor, O.D. Form 7255 (blank)	(need 2)	
2. Can, Oil, 1 qt. (need 2)		
3. Extinguisher, Fire, carbon dioxide, 4 pd.		
4. Guide, Lubrication, War Dept. No. 139		
5. Jack, Hydr., 5 ton		
6. Oiler, Pump, 1 pt. (9" spout)		
8. Interphones, RC-99 (need 4)		
9. First Aid Kit, 24 Unit (need 2)		
10. Any and all tools		
12. Binoculars, M-3 (need 2)		

M-8 & M-20 Armored Car  
1. Gas Tank  
2. Front Drive Lines to Front Axle  
3. Periscopes, (need 8)  
4. Periscope Pads (need 2)  
5. Muffler, Old Style  
6. Exhaust Pipe, Old Style  
7. Fenders, Front, Left & Right  
8. Battery Hold Down Clamp/Rods  
9. Master Battery Switch Box (Located in crew compartment)  
10. Primer Pump Knob

11. Fuel Pump

12. Generator

13. Accelerator Master Cylinder

14. Transfer Case

15. Coil

16. Distributor Cap

17. Siren

18. Siren, Siren Old Style (missing rubber part)

19. Switch, Starter "

20. Gauge, Oil, 0 - 80 pds.

21. Doors, Sponson, Inside both Left and Right

22. Seat Back, Both driver and assist.

23. Engine Deck Lid Handle

24. Guide, Fabrication, War Dept. No. LO-9-7414 or LO-9-743

(C.) 20mm. M-6, Gun

1. Book, Atty, Gen. O.O. Form 5825 (blank)

2. Book, Field Manual 23-81, 37mm Gun, Tank H-6

3. Brush, Bore, 37mm, M-8

4. Cover, Brush

5. Cover, Brush, 37mm

6. Cover, Muzzle, 37mm

7. Rounds, 37mm, DUNAY (need 80)

8. Rounds, 37mm, DUNAY (need 80)

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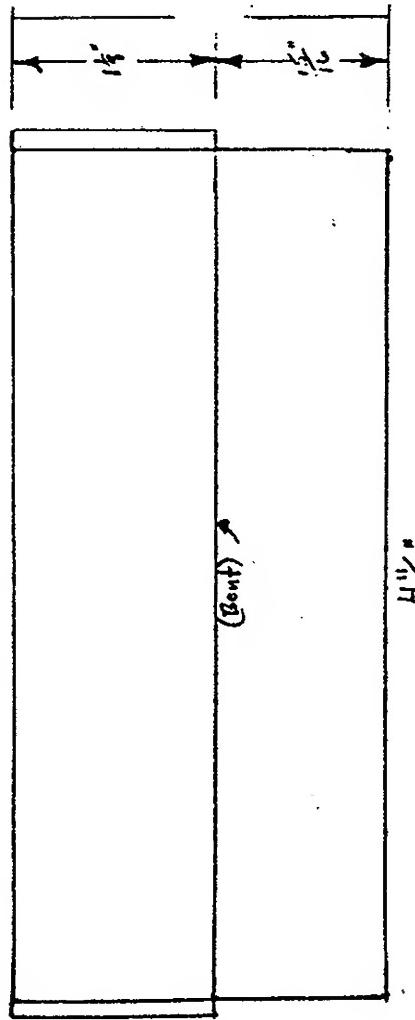
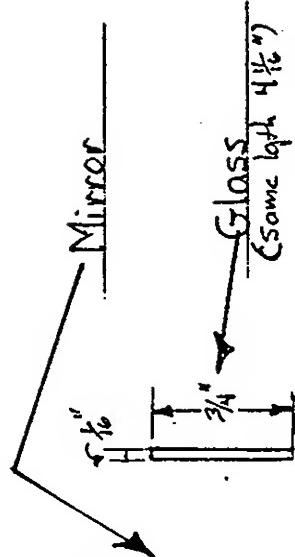
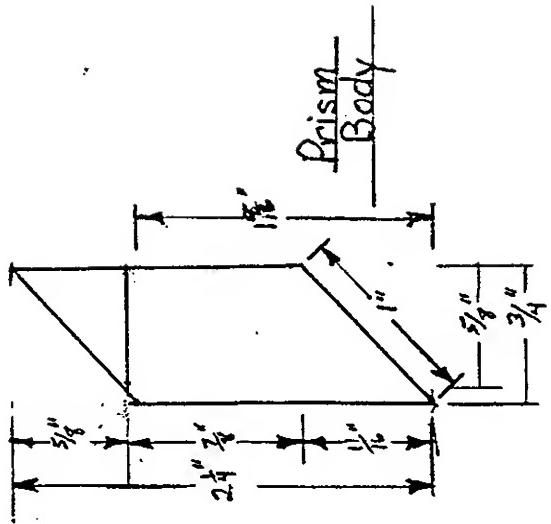
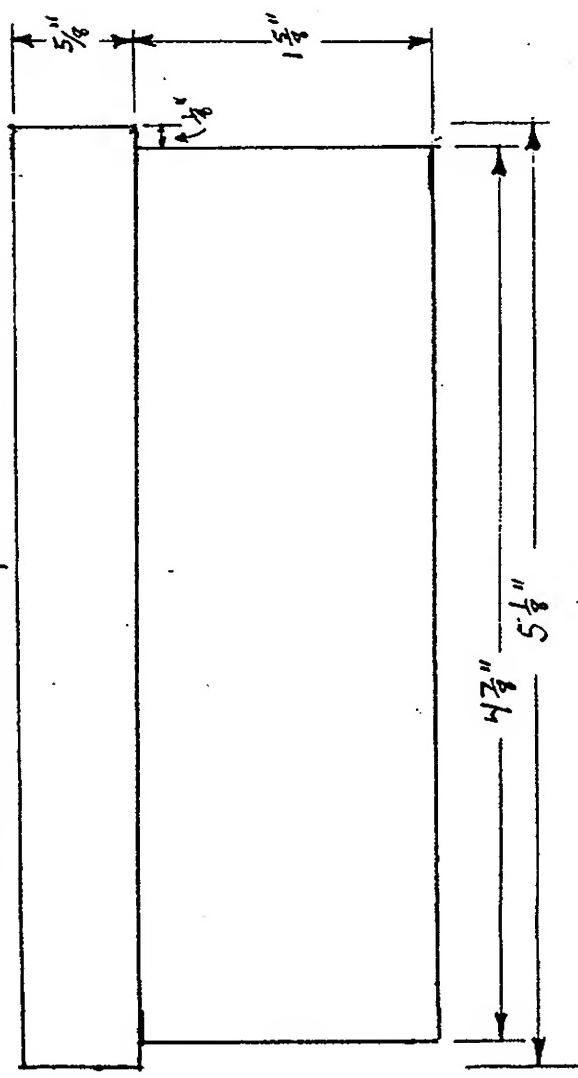
354. 355.

Steven Thomas, 5801-224th PL.S.W., Mountlake Terrace, WA 98043

FOR SALE

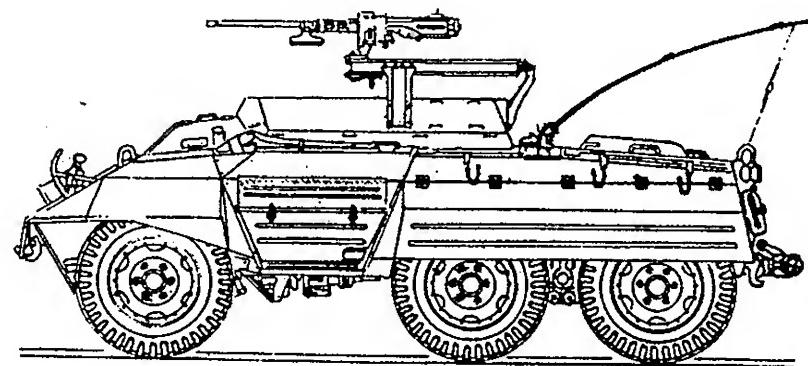
Projectoscope M-8, M-20 A.C.

Steven Thomas



6/1/83

M 8



M 20

Editor: Brian C. Asbury

# NEWSLETTER

Issue 14 December 1984

## Season's Greetings ...

In fact more than one season has passed since the last Newsletter and this issue is overdue. For a number of reasons this will be the last Newsletter unless someone volunteers to carry on.

First, material is just not readily available to make the Newsletter possible to distribute at the rate of 4 times a year as was possible in the past.

Secondly, the needs that spawned the Newsletter in 1980 seem to have passed. Collectors are much more informed and aware of others who have similar armored cars to their own. Only about 3 or 4 new owners per year acquiring M20 or M8 vehicles and their information needs can be largely met by reviewing the past Newsletters.

Thirdly, and perhaps more of an excuse than a reason, I have sold my M20 and one of the consistant requirements of receiving the Newsletter has been that one must be an owner of an M8 or M20 (in addition of coarse, to being an MVCC member). The proud new owner is John Valluzzo of Connecticut.

So if anyone wants to continue putting out a Newsletter please let me known and I can forward the necessary details.

In the meantime my interest has gone on to my Ferret armored car with an eye out for another M20 or M8 as a future project. It has been a lot of fun putting out the Newsletter and I believe it has served its purpose as the only specific vehicle newsletter that I am aware of in the military vehicle hobby.

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## M8 and M20 Production

B.C.A.

The actual production figures for M8 and M20 vehicles has been a point of discussion in previous Newsletter articles. Finally I believe that I've seen a source of reliable information: the Summary of Acceptances, Tank-Automotive Materiel, 1940-1945 dated 21 January 1945.

It lists a total of 8523 M8's and 3791 M20's as listed in the following table:

Ordnance Acceptances

	<u>Contract #</u>	<u>Production Order #</u>	<u>1943</u>	<u>1944</u>	<u>1945</u>	<u>Total</u>
M8	W-374-ORD-1744	T-3809	4299	1701	0	6000
	W-374-ORD-1744	T-4157	0	1682	841	2523
				total M8		8523
M20	W-374-ORD-1744	T-7227	1624	1337	403	3364
	W-374-ORD-1744	T-18402	0	0	427	427
				total M20		3791

(I have not tried to correlate the Prod. Order 3's with vehicle variations)

It was also possible to determine a monthly production figure in 1945 for the M8 and M20. It is a combined figure and only available for 1945 since these were the only wheeled armored vehicles accepted in 1945. The statistics for monthly production in other years do not differentiate the various wheeled armored vehicles.

Monthly Total in 1945

<u>Total</u>	<u>Jan.</u>	<u>Feb.</u>	<u>Mar.</u>	<u>Apr.</u>	<u>May</u>	<u>June</u>
1671	329	297	325	300	309	111

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MVCC Convention, Charlotte, N.C. July 1984



left: Roy Hamilton, right: Brian Asbury, centre: Mr. X  
Photo from Wayne Hlavin.

John Valluzzo Test-Driving His M20



Then Heading Home



Bound Photoreproductions Available

ORD 9 SNL G-136 and G-176, 25 Jan. 1944, 352 pages	\$47.00 PPD.
ORD 7-8-9 SNL G-67 (M3A1 Scout Car) 576 pages	62.00 PPD.
ORD 9 SNL G-518 (1-ton Trailer) 48 pages	12.00 PPD.
TM 10-1147 (GMC 2½-ton CCKW) 352 pages	54.00 PPD.
TM 10-1435 (Ford GTB) 184 pages	35.00 PPD
ORD 8 SNL G-505 (½-ton Dodge) 252 pages	P.O.R.

Also enquire for ORD 9 SNL G-741 and SNL G-102

Check or money order: Claude W. Vaughn,  
1708 Romeria Drive,  
Austin, Texas 78757

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\*\*\* Available \*\*\*\*\*

M8/M20 JXD Pistons w/pins  
\$25 plus shipping for a set of 6  
(.020 oversize)

Contact: Eddie Pfister,  
12032 Boston Rd.,  
North Royalton, Ohio 44133  
(216) 237-9483

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WANTED M8 Parts

Want list upon request in addition to:

Allen H. Fishbeck,  
1595 Gallop Lane,  
Florissant, Missouri,  
63033  
(314) 839-0410

Remainder of the turret basket. . The pipe with switches,  
that mounts from the turret front to the seat assembly bottoms.

Sponson ammo racks and doors  
Sponson shelves and dividers, ammo and radio  
37mm gun, complete, operational if possible  
30.cal. MG  
50 cal. MG w/mount  
M49 MG ring w/trolley  
Engine Cover prop rod

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For Sale

Brake shoe installation hardware kit, everthing needed for 1 vehicle ....	\$28
Hydrovac poppet valve repair kit, G102-9303666 .....	13.50
ORD 8 SNL G-136 Parts Book, Mar.'52 with all postwar parts #'s, repro. ...	23.50
Distributor, mint, with cap, rotor etc. ....	55.00

Brian Asbury, Box 116, Station K, Toronto, Ontario, Canada M4P 2A9  
Brian C. Asbury,  
Box 116, Station A, Brampton, Ontario,  
Canada L6V 2K7

M20 Detail Photographs From Steven Thomas

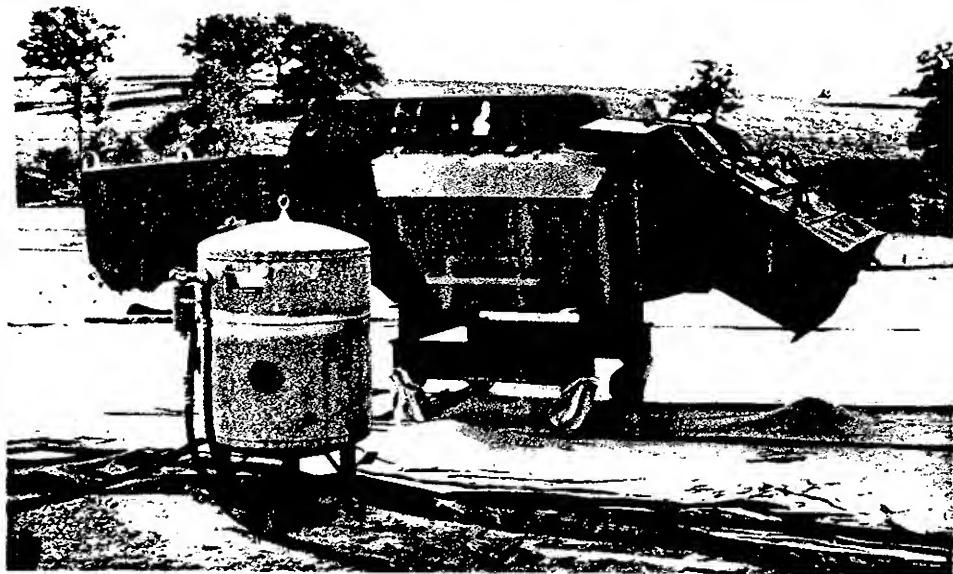
Left rear of crew area showin1 a grenade box, an L-3 speaker bracket and an A-62 Phantom antenna bracket.

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Question from Steven Thomas: This toothed bracket is welded to the right front fender of his M20. What is it for and was it original?

John F. Anderson's M20

Truly a "ground-up" restoration !!



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Anti-Tank Mine

photo from Roy Hamilton

